

Crime Guard

Keyless Entry and Security.

OPERATION MANUAL

533i³

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ABOUT YOUR NEW CRIME GUARD SYSTEM

Congratulations on your purchase of a new Crime Guard security system. Crime Guard systems combine the benefits of easy-to-use convenience with “no nonsense” protection of person and property. *Please review this guide to become familiar with your Crime Guard vehicle security system.* To operate your security system, the three principal components are first described: the Remote Control Transmitter, the Red Status Indicator Light, and the Easy Valet™ Switch.

The Remote Control Transmitter: Your system comes with two pre-learned remote controls, or “transmitters”, and is capable of being operated by as many as four transmitters. The transmitter has three buttons: A Large Upper button, a Small Middle Button, and a Small Lower Button.

Every transmitter has its own unique, invisible electronic “code”. Each time the transmitter is used, this code randomly changes, effectively protecting your system against “code grabber” devices, like those used to copy cellular phone security codes. Another exclusive patented feature, Automatic Transmitter Verification (ATV™), ensures that only your transmitters operate your system, and is explained on page 19. These features, and many others, ensure that Crime Guard systems are the most secure vehicle security systems available.

The Status Indicator Light: The Red Status Indicator Light reports the status of the security system at all times, and also serves as a visual deterrent to break-ins and theft. In addition, the Status Indicator Light is part of the ATV™ visual display, and is also used for the Alarm Memory Recall feature. Specific description of the Status Indicator Light is on page 15.

The Valet Switch: The Valet Switch has three main functions:

- 1- The Valet Switch can be used to turn off the security operation of the system, including the Last Door Arming feature (if used). This is referred to as “placing the system into Easy Valet Mode”.
- 2- The Valet Switch can also be used, in conjunction with the vehicle’s ignition key, to perform an emergency disarming of the security system in the event the transmitter is lost or becomes inoperable. This is referred to as an “Emergency Override”.
- 3- The Valet Switch is used in the procedure of programming operational features and also for encoding transmitters to the system.

USING YOUR CRIME GUARD SYSTEM

Your new Crime Guard security system is designed to deter theft of both your vehicle and its contents. **Arming** the system turns on the protection operation, disables the vehicle's starter and locks the doors provided an interface is installed. Once the system is **Armed**, any intrusion attempt will **Activate** it, sounding the siren and flashing the parking lights to attract attention. **Disarming** the system turns off the protection, allowing normal use of the vehicle.

There are two methods of Arming the security system:

- 1- The first method is to use the transmitter, by pressing and releasing its Large Upper Button. The system must not already be armed or be in Easy Valet Mode (page 14), and the vehicle's ignition switch must be off. In normal operation, each press of the Large Upper Button reverses the system between the armed and disarmed states.
- 2- The second method is Last Door Arming, which configures the system to automatically arm every time you exit the vehicle. This method of arming is programmable, and may be used or not used as desired.

REMOTE ARMING BY TRANSMITTER

To Arm the System:

Press & Release the Large Upper Button



To Silently Arm the System:

**First Press & Release the Small Middle Button, then
Press & Release the Small Middle Button again**



*** An optional doorlock interface must be installed**

Upon Arming:

- The siren will chirp twice (or four times if a zone is bypassed) unless the silent arming procedure is followed.
- The parking lights will flash twice (or four times if a zone is bypassed).
- The doors will lock.*
- The starter interrupt will engage.
- The Status Indicator Light will begin to flash slowly.

Three seconds after arming, the security system becomes fully armed, and will activate to an alarm condition should an intrusion attempt be detected. Further transmitter operations and options are discussed on page 12.

*** An optional doorlock interface must be installed**

Arming Bypass:

When arming the system using the transmitter, if any protected zone or sensor circuit is in a violated condition, the affected zone or circuit will be automatically bypassed. This is “Arming Bypass”, which allows the system to still arm and protect the other normal, non-violated zones. In the case of a bypassed zone or circuit, should the violated condition return to normal, 5 seconds after becoming normal the system restores protection to the previously bypassed zone or circuit.

If the hood and trunk zone, or sensor circuit is bypassed when the system is armed, instead of the normal arming confirmation the siren will chirp four times and the parking lights will flash four times to alert you. However, if a door zone is bypassed, the siren and light confirmation will be the normal two chirps and flashes, as many vehicles are equipped with a delayed interior light illumination. In these vehicles, the interior light delay would typically cause the system to indicate a bypass if the system is armed during the delay. In these cases, the arming indication is normal, and the door zone is protected by the system five seconds after the interior light turns off.

LAST DOOR ARMING BY EXITING THE CAR

Last Door Arming:

Last Door Arming is a programmable feature which configures the system to arm itself without needing a command from the transmitter. This convenient feature offers a high level of security and may entitle the vehicle owner to an insurance discount since the user does not need to remember to arm the system each time the vehicle is exited.

The Last Door Arming feature may be coupled, if desired, with the automatic locking of the vehicle's doors when the system arms itself.*

The Last Door Arming process:

- 1- When the vehicle's ignition has been turned off, the system waits until a door is opened. When the door is closed, or when the last door is closed when more than one door is opened, the siren will chirp twice, the parking lights will flash twice, and the Status Indicator Light will begin flashing rapidly. The Last Door Arming countdown has begun.
- 2- Thirty seconds later the siren will again chirp twice, the parking lights will again flash twice, the starter interrupt will engage, and the Status Indicator Light will begin flashing slowly. If programmed to do, the vehicle's doors will also lock.* Three seconds after these actions occur, the system is fully armed.

Notes:

- If a door is reopened during the thirty second period between the first and second set of double chirps, the countdown will stop and reset. When the reopened door is closed again, the 30 second countdown starts over again at the beginning.
- Last Door Arming is separate from, and does not effect the operation of arming by using the transmitter.
- All protected points must be closed or otherwise in a non-violated state for the Last Door Arming sequence to start. Unlike active arming from the transmitter, the system can not bypass an open or detected zone and arm itself.

To temporarily prevent the system from arming itself:

- Place the system in Valet Mode using the Valet Switch (page 14).
- Leave a vehicle door open. Although this varies depending on the vehicle, in many cases turning on the interior light will be detected by the system as an open door.
- Although the system will not Last Door Arm while the ignition is on, leaving the ignition key turned on without the engine running is not recommended.

*** An optional doorlock interface must be installed**

SYSTEM ARMED & ACTIVATED

While the system is in the Armed state:

- The Status Indicator Light will be flashing slowly to confirm that the system is armed, and also serve as a visual deterrent.
- The starter interrupt circuit is engaged.
- Protected zones are being monitored for intrusion attempts.

Should an activation into the alarm condition occur:

- The changing-tone electronic siren will loudly sound.
- The parking and lights will flash.
- The doors will lock,* regardless of their locked or unlocked status. This feature is unique- if the system detects that a door is opened, it waits until the door is closed before relocking it, denying the thief reentry.

An activated alarm condition has a duration of 30 seconds (60 is optional) unless the system is disarmed using the transmitter or the Easy Valet™ switch. If all protected zones are secure at the end of the alarm condition, the system will stop and rearm automatically, ready to detect another entry attempt. If a protected zone is still violated at the end of the alarm condition, the system will reactivate for up to two additional alarm cycles. After the third alarm cycle the system will automatically rearm and bypass the open zone until that zone returns to a normal “non-violated” state.

- Once the system resets after it has been activated, upon disarming the audible and visual confirmation will change to indicate the activation. This is the “Activation Alert”, which is explained on page 10.

*** An optional doorlock interface must be installed**

DISARMING THE SYSTEM

There are three methods of Disarming the security system:

- 1- The first method is to press and release the transmitter's Large Upper Button to disarm the system. This is the normal “daily use” method.
- 2- The second method is to press and release twice within 5 seconds the transmitter's Small Middle Button. This is “silent Disarming”.
- 3- The third method is for emergencies, should the transmitter become lost or inoperable. This is the “Emergency Override”, and uses the ignition key and Valet Switch.

REMOTE DISARMING BY TRANSMITTER

To Disarm the System:

Press & Release the Large Upper Button



To Silently Disarm the System:

First Press & Release the Small Middle Button, then Press & Release the Small Middle Button again



Upon Disarming:

- The siren will chirp once (or three times if an alarm activation occurred) unless the silent disarming procedure is followed.
 - The parking lights will flash once (then, if programmed, illuminate for 30 seconds or until the vehicle's ignition is turned on). Please note that an option is having the interior lights also illuminate. Please consult your installing dealer.
 - The doors will unlock, either all doors or driver's door only.*
 - The starter interrupt will disengage.
 - The Status Indicator Light will show one of these features or conditions:
 - Flashing rapidly = Automatic Rearming feature is in progress.
 - Off = System disarmed (Automatic Rearming feature not selected).
 - Flash /Pause = Indicates violated zone if system has been activated.
- * An optional doorlock interface, in either standard form or driver's door priority form, must be installed

Safety Disarm Feature:

Pressing and releasing the Large Upper Button while the system is activated into the alarm condition will disarm the system, but the doors will remain locked. This is the "Safety Disarm" feature, which allows the vehicle to remain secure, even though an activated system has been disarmed.

Safety Disarm will also cancel Automatic Rearming. This feature is also very useful when the vehicle is exposed to environmental conditions, such as storms, trains or heavy vehicles, which may cause false activations.

Safety Disarm is a temporary “one time” operation which occurs only while the system is activated. To remotely unlock the doors after a Safety Disarm, simply arm, then disarm the system again.

Activation Alert:

If the system experiences an alarm condition and resets itself, upon disarming the siren will chirp three times and the parking lights will flash three times instead of the normal one chirp and one light flash. Additionally, the Status Indicator Light will be flashing a “Zone Violation Code”; when the alarm condition activation occurred, the Status Indicator Light changes from flashing slowly to flashing two to four times between pausing to indicate which protected zone was violated.

- The Zone Violation Code will continue to be displayed until the vehicle’s ignition is turned on.
- The Status Indicator Light will display the Zone Violation Code in place of fast flashes indicating Automatic Rearming.
- Should the system be rearmed before the ignition clears the Zone Violation Code memory, the Status Indicator Light shows the normal slow flashing.
- The system can store up to two consecutive Zone Violation Codes. If more activations occurred, the two most recent codes are displayed.

Automatic Rearming:

Automatic Rearming is a programmable feature which ensures that your system is never inadvertently disarmed. It is possible to accidentally or unknowingly operate the transmitter from a pocket or purse. You may not even be aware of an accidental disarming due to the enhanced operating distance offered by the Extended Range Transmitter.

How It Works:

Whenever the system is disarmed by the transmitter, this feature starts a 90 second countdown, which is indicated by a rapidly flashing Status Indicator Light. During this 90 second period, if no protected entry points are opened and the vehicle’s ignition is NOT turned on, the system will automatically arm itself at the end of the countdown. If desired, the system can also be programmed to automatically relock the doors when this occurs.

Automatic Rearming Notes continued on next page . . .

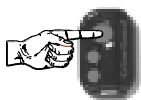
Automatic Rearming Notes:

- Turning the vehicle's ignition on cancels Automatic Rearming.
- Opening a door will suspend the 90 second countdown.
- All protected zones must remain non-violated during the 90 second Automatic Rearming period. For example, if a vehicle door is opened during the 90 second period, the countdown will stop. When the door is closed, the system resets and starts a new 90 second countdown period.
- The Automatic Rearming sequence is indicated by a fast flashing Status Indicator Light, unless the system has been activated, in which case a Zone Violation Code will flash instead (page 15). The ignition switch must be turned on to erase a Zone Violation Code.
- If the system is disarmed while it is activated (siren sounding and lights flashing) Safety Disarm will cancel the Automatic Rearming for that disarming operation only. The next time the system is armed, Automatic Rearming will be initiated upon the subsequent disarming.

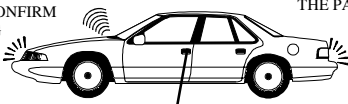
DRIVER'S DOOR PRIORITY UNLOCKING *(Requires special installation)*

To Disarm the System & Unlock the Driver's Door:

First, DISARM normally: Press & Release the Large Upper Button



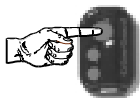
THE SIREN WILL CHIRP
ONCE TO CONFIRM
DISARMING



THE PARKING LIGHTS
WILL FLASH
ONCE TO
CONFIRM
DISARMING

THE DRIVER'S DOOR WILL UNLOCK

Then, within 3 seconds of Disarming the System: Press & Release the Large Upper Button again to Unlock the remaining doors.



THE REST OF THE VEHICLE'S DOORS WILL UNLOCK*

Notes:

- When disarming a system configured for Driver's Door Priority, the user has the option of Silent Disarming or selective unlocking of the doors (Driver's Door Priority). These are two separate operations and not interchangeable. * An optional doorlock interface must be installed

DISARMING BY EMERGENCY OVERRIDE

Emergency Override:

In the event that your transmitter is lost, damaged, or its batteries have become exhausted, the Valet Switch and the vehicle's ignition key may be used to disarm the system. Please note that for this operation the pressing of the Valet Switch may be customized; this is the SecureCode feature, the programming of which is described on page 23.

The following Emergency Override instructions reflect the SecureCode entry of the Valet Switch as the "as received" default setting of "1 press". Instead of "1 press" of the Valet Switch, a customized programming of the SecureCode would require from 2 to 12 presses.

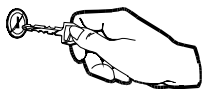
To Disarm the System without using a Transmitter:

Step 1. With the system in the armed condition, enter the vehicle via the driver's door (be aware that the system will activate to an alarm condition when the door is opened).

Step 2. Using the ignition key, turn the vehicle's ignition on.

Step 3. Within 5 seconds, enter the SecureCode by pressing and releasing the Valet Switch once. The system will disarm.

ENTER THE VEHICLE
AND USE YOUR KEY TO
TURN THE IGNITION ON



WITHIN 5
SECONDS OF
TURNING THE
IGNITION ON,
ENTER THE
SECURECODE BY
PRESSING THE
VALET SWITCH

THE SYSTEM WILL DISARM

If the SecureCode entry of the Valet Switch is the "as received" default setting of "1 press", the system will disarm the moment the Valet Switch is released from the single press. If a customized SecureCode has been programmed, the system will disarm a few seconds after the correct entry. If an incorrect entry is made, the system will not disarm.

A procedure which separate, but similar, to an Emergency Override is the Easy Valet mode, which prevents the system from performing any automatic arming operations which may be programmed to occur. Easy Valet Mode is explained on page 14.

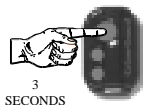
REMOTE PANIC

To Activate Panic:

Press & Hold the Large Upper Button for 3 Seconds

To Deactivate Panic:

Press & Release the Large Upper Button



THE SIREN SOUNDS



THE PARKING LIGHTS
WILL FLASH

THE DOORS WILL
UNLOCK*

Upon Activating Panic:

- The electronic siren will sound.
- The vehicle's exterior parking lights will flash.
- The vehicle's doors will unlock.*
- The Panic feature is designed for situations in which the user feels threatened and/or a need to attract attention.
- Panic can be activated anytime, whether the vehicle's ignition is turned on or off, and has a 30 second duration (60 seconds is optional) unless it is deactivated using the remote control.
- At the end of the Panic cycle the system will reset, enter the armed state, and lock the doors.*

*** An optional doorlock interface must be installed. If the vehicle has been configured for Driver's Door Priority, Panic will unlock the driver's door.**

OTHER TRANSMITTER OPERATIONS

The previous sections have described the basic everyday operations of your Crime Guard system. The transmitter is also capable of operating several other optional functions which are explained in this section.

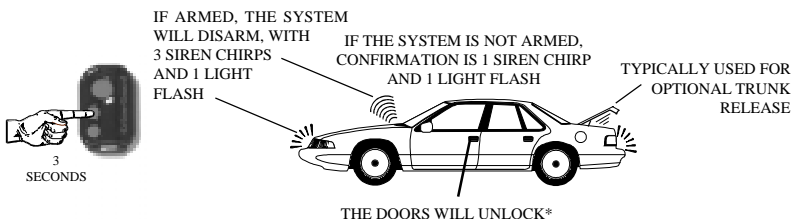
Two auxiliary outputs are available for use (the primary output Arms and Disarms the system). The second output, Auxiliary Output #2, is also capable of Disarming the system; thus it is ideally suited for remote trunk release. Operating Auxiliary Output #2 will also unlock the doors* when it Disarms the system, should it be armed. If desired, the unlocking of the

doors and disarming of the system may be programmed to not operate. The final output, Auxiliary Output #3 cannot affect the armed or disarmed status of the system, nor unlock the doors as part of its operation.

AUXILIARY OUTPUT #2 (Trunk Release)

To Activate Auxiliary Output #2:

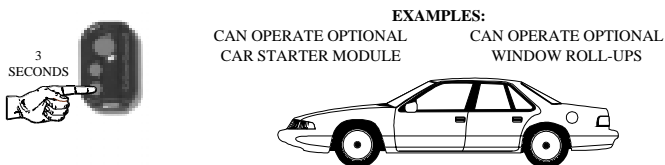
Press & Hold the Small Middle Button for 3 Seconds



AUXILIARY OUTPUT #3

To Activate Auxiliary Output #3:

Press & Hold the Small Lower Button for 3 Seconds



- Auxiliary Output #2 may be activated anytime, provided the vehicle's ignition is off. While the ignition is on, the Auxiliary Output #2 can be operated as long as a vehicle door is open; this prevents the output from being accidentally activated while driving.
- If feature #6 is programmed to have the Auxiliary Output #2 disarm the system, the doors will unlock when it is activated; and there is an audible and visual confirmation: 3 siren chirps and one light flash if the system also disarms, and one chirp and light flash otherwise.
- Auxiliary Output #3 may be activated at any time, regardless of the ignition being on or off, and regardless of the security system's status.
- Auxiliary #3 has no audible and/or visual confirmation.

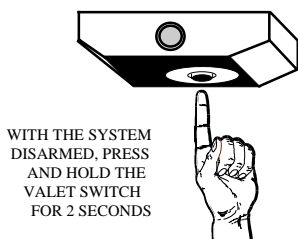
* **An optional doorlock interface must be installed. When Auxiliary Output #2 is operated, all of the doors will unlock, even if the vehicle is configured Driver's Door Priority.**

EASY VALET MODE

Easy Valet Mode: This allows you to turn off all off the “alarm” operations of the security system while retaining the remote convenience features such as keyless entry, Panic, and the Auxiliary Outputs. The system may only be placed into Easy Valet when it’s disarmed; if armed, an Emergency Override must be performed before placing into Easy Valet Mode. Once the system is in Easy Valet Mode, it cannot become armed from the transmitter, Last Door Arming, or Automatic Rearming.

Although both use the Valet Switch, Easy Valet Mode and Emergency Override are two similar, but different procedures. Emergency Override disarms an armed and activated system, and requires the ignition key. Easy Valet Mode turns off the alarm operations of the *disarmed* system, but without the need of the ignition key.

Easy Valet mode is designed for situations in which it is not convenient for the security portion of the system to be operational. For example: During extended stopovers for vehicle servicing, maintenance, valet parking, washing, etc.



The Valet Switch is in the Status Indicator Light/Valet Switch Assembly. The installer has the option of utilizing an additional, separate Valet Switch should mounting in a hidden location be desired. Please become familiar with the location of the Easy Valet switch.

To Enter “Easy Valet” Mode:

With the system disarmed, Press & Hold the Valet Switch for 2 seconds.

- The siren will chirp twice, the parking lights will flash twice and the Status Indicator Light will illuminate solid Red to confirm that the system is in Easy Valet mode.
- To remind the user that the system in Easy Valet mode, the siren will chirp once every time the vehicle’s ignition is turned off.

To Exit “Easy Valet” Mode:

Press & Release the Valet Switch.

- The Status Indicator Light will turn off to confirm exit from Easy Valet mode.

STATUS INDICATOR LIGHT

The Red Status Indicator Light visually confirms the status of the system and provides a high level of visual deterrence. Additionally, the Status Indicator Light is also part of the patented Automatic Transmitter Verification feature and the Zone Violation Code feature. The Status Indicator Light, which shares a housing assembly with the Valet Switch, is normally mounted in a location where it can be easily seen by the driver, as well as from outside the vehicle.

Security System Status: The primary function of the Status Indicator Light is to indicate the status of the security system:

- 1) Off = The system is disarmed and not performing automatic functions.
- 2) On Constant = The system is in the Easy Valet Mode.
- 3) Flashing Slow = The system is fully armed.
- 4) Flashing Fast = Last Door Arming or Automatic Rearming is in progress.

Automatic Transmitter Verification: For the first 10 seconds after the vehicle's ignition is turned on, the Status Indicator Light will flash a number of times equal to the number of transmitters that are capable of operating the system:

- 5) 1 Flash /pause = 1 transmitter is programmed.
- 6) 2 Flashes /pause = 2 transmitters are programmed.
- 7) 3 Flashes /pause = 3 transmitters are programmed.
- 8) 4 Flashes /pause = 4 transmitters are programmed.

Zone Violation Code: If the system enters an alarm condition, the Red Status Indicator Light will stop flashing slowly and begin to flash in sequence to indicate which protected zone caused the alarm condition. The Status Indicator Light will flash and pause to indicate which protected zone was violated while the system is still armed, after it's disarmed, and until the vehicle's ignition is turned on. The system's Zone Violation Code circuit can store two consecutive zone violations. If there have been multiple violations, the Status Indicator Light will replay the two most recent violations in the order in which they occurred.

- 9) 2 Flashes /Pause = System was triggered through the hood or trunk.
- 10) 3 Flashes /Pause = System was triggered through the door.
- 11) 4 Flashes /Pause = System was triggered by the sensor.

Note: Turning on the ignition will clear the Zone Violation Code.

DUAL-ZONE IMPACT SENSOR

Sensors: The Crime Guard 533i³ security system is equipped with a Dual-Zone Infrasonic Impact Sensor to increase the effectiveness of the system. The impact sensor is just one in a comprehensive line of available sensors. Other available options are: glass tampering sensors, piezo shock sensors, and microwave/radar sensors which can detect motion inside and outside the vehicle. Your Crime Guard dealer can provide details on the complete line of sensors and help determine which sensor or sensors are best suited for your needs.

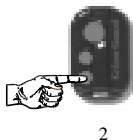
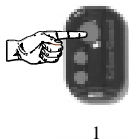
- The system will automatically bypass the sensor zone if it is triggered five times during a single armed period. If desired, this feature can be programmed to not operate.

Prewarning Detection Circuit: When the sensor's prewarn zone is violated the security system will respond by chirping the siren three times and relocking all of the doors.* If the prewarn circuit is triggered five times while the system is armed, the circuit will automatically shutdown until the security system is disarmed and armed again.

REMOTE SENSOR BYPASS

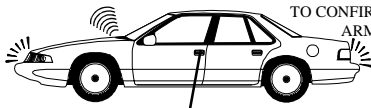
To Activate Remote Sensor Bypass:

First Arm the System, then within 4 Seconds Press & Release the Small Lower Button.



THE SIREN WILL CHIRP TWICE TO
CONFIRM ARMING
THE SIREN THEN CHIRPS ONCE
TO CONFIRM SENSOR BYPASS

THE PARKING LIGHTS
WILL FLASH TWICE
TO CONFIRM
ARMING



THE DOORS WILL LOCK
UPON ARMING*

Remote Sensor Bypass allows the option of "turning off" the sensor any-time the system is armed using the transmitter. When the sensor is bypassed, only the sensor zone is bypassed and all other protected zones will remain fully operational and vigilant. The sensor zone will reset to its normal operation the next time the system arms.

*** An optional doorlock interface must be installed.**

BACKUP BATTERY

This security system is equipped with a backup battery inside the control module. The backup battery will provide an alternative power source to operate the Crime Guard system if the vehicle's battery is disconnected. A built-in protection circuit will not allow the backup battery to supply power into the vehicle's electrical system.

While operating on the backup battery, the system will not have the flashing lights output, the Status Indicator Light, nor power any sensors in order to conserve power. The siren will continue to operate at its maximum sound output, all protected entry zones (besides the sensor) will continue to be monitored, and the Starter Interrupt will operate while the system is armed. The backup battery should be replaced by your authorized Crime Guard dealer every 18 months, or any time the backup battery has operated the system on its own.

Anticipated life for the backup battery under following conditions:

- 2 days as the system's only power source while armed.
- 25 activated alarm cycles: An activated cycle has a 30 second duration during which the siren is sounding. The cycle ends when the system automatically resets itself to the armed state.
- 50 separate arming or disarming commands.
- 18 months if the backup battery circuit has not been used.

2nd & 3rd VEHICLE OPERATION

Up to three systems may be independently operated using a single transmitter. The transmitter's button functions can be programmed to be different for each vehicle. This ability to change the button assignment prevents arming and disarming the multiple systems simultaneously. (Refer to the following chart for button function assignment)

Arm/Disarm

Large Button

Upper Small Button

Lower Small Button

Aux Channel #1

Upper Small Button

Large Button

Large Button

Aux Channel #2

Lower Small Button

Lower Small Button

Upper Small Button

VEHICLE RECOVERY

Your system is equipped with three separately programmable Vehicle Recovery protection features, which also provide Anti-Carjacking protection. The Vehicle Recovery operation may be selectively activated by the ignition, by an open door, or by the transmitter.

How It Works:

Once the Vehicle Recovery process has begun, the user has 53 seconds to cancel the process by entering the system's programmed SecureCode using the Valet Switch. If Vehicle Recovery is not cancelled, 53 seconds after being activated the siren will begin to chirp for 7 seconds to alert the user that the system is about to enter into an alarm condition.

If the Vehicle Recovery process is not cancelled before the 60 second countdown expires, the system will enter an alarm condition, sounding the siren and flashing the parking lights. 30 seconds after this occurs, or should the ignition be turned off in the meantime, the siren interrupt will engage.

Once the system enters the alarm condition, it will not respond to the transmitter, nor will the system reset automatically after 60 seconds.

Once in the alarm condition, the Vehicle Recovery Protection can only be disengaged by:

Step 1: Turning the vehicle's ignition off.

Step 2: Turning the ignition back on.

Step 3: Within 5 seconds, perform an Emergency Override using the Valet Switch. If the SecureCode has been customized, the correct number of Valet Switch presses must be made.

Level #1: Vehicle Recovery activated by the vehicle's ignition:

The Vehicle Recovery process is started every time the vehicle's ignition is turned on. This is programmable feature #12.

Level #2: Vehicle Recovery activated an open door:

The Vehicle Recovery process is started by a door of the vehicle being opened, but only if the ignition is on when the door is opened. This is programmable feature #13.

Level #3: Vehicle Recovery activated using a remote control:

The Vehicle Recovery process is started by pressing holding the transmitter's Small Lower Button for 3 seconds, but only if the vehicle's ignition is on. This is programmable feature #14.

AUTOMATIC TRANSMITTER VERIFICATION

The patented ATV™ technology, which is standard on all Crime Guard models, is the only defense against an inherent weakness found in any remote-controlled vehicle security system. In all such systems, allowance is made for multiple transmitters to operate the system. In a matter of seconds, anyone familiar with the programming procedure can easily code their own unauthorized transmitter into the system. Although every vehicle remote-controlled keyless entry or security system is susceptible, Crime Guard security systems audibly alerts you if the system's programming mode has been accessed and visually informs you at all times of the number of remote controls capable of operating your system. Someday this technology will be standard on all remote-controlled keyless entry and security systems; today, only the most advanced systems offer this complete protection.

How It Works:

Audible ATV™ Warning: Anytime the system has a transmitter programmed, for 48 hours thereafter the siren will emit a brief series of chirps every time the vehicle's ignition is turned on. This audible warning alerts you that the system has had transmitter programming activity. Please note that the audible ATV™ Warning, in addition to the extended Status Indicator Light visual display, will be active for the first 48 after the system is installed.

Visual ATV™: In normal everyday use, for a period of 10 seconds after the vehicle's ignition is turned on, the system's Status Indicator Light reports the total number transmitters which can operate the system. However, if the ATV™ Warning has been activated, this visual display period is extended to 90 seconds. For example: After turning on the vehicle's ignition, if the Status Indicator Light flashes twice between pauses, two transmitters are programmed to operate the system. If the indication were three flashes between pauses, three transmitters are capable of operating the system. In the event that the ATV™ Warning is activated, or if the Status Indicator Light shows a different number of authorized transmitters, you can easily reprogram your transmitters to eliminate the threat. (please refer to page 22)

Personal security advisement: Only recently have law enforcement authorities discovered the prevalence of this type of theft, as it is virtually undetectable. *In most of these cases, the theft of personal items from the vehicle has been dismissed as the owner's failure to lock the vehicle's doors!*

PROGRAMMING THE 533i³

The Crime Guard 533i³ is a sophisticated, yet flexible security and convenience system. Many of its operations may be configured as the user desires- "Programming Mode" allows you the ability to configure 20 operational features. Another programming level allows you to add transmitters to operate your system, and an additional programming level enables you customize the SecureCode.

Your vehicle ignition key and the Valet Switch are used to enter the Programming Mode, following the three steps listed below. Once in Programming Mode, the Valet Switch is used to access the desired feature, and the transmitter is then used to change the chosen feature's status. During the process, the siren and the Status Indicator Light indicate certain conditions of Programming Mode and the chosen feature's status.

Once the system is in Programming Mode, the Valet Switch is then pressed and released the number of times equal to the feature number which is to be accessed for programming. After pressing the Valet Switch as many times as the feature number, the siren will chirp the same number of times and the Status Light will also flash the same number, between pauses.

Once the feature has been selected its status, or setting, can be chosen by pressing the appropriate button on the transmitter. Basically, pressing the transmitter's Large Upper Button turns the feature on, or pressing the transmitter's Small Lower Button turns the feature off. Features which are not "on or off" features, such as the alarm duration of 30 or 60 seconds, are noted otherwise.

To Enter Programing Mode:

Step 1: Turn the vehicles's ignition on.

Step 2: Turn the ignition off.

Step 3: Within 5 seconds, Press & Release the Valet Switch 5 times.

- The siren will chirp then sound briefly and the Status Light will flash to confirm that the system is entering Programing Mode.
- Once in Programming Mode, if 10 seconds of no programming activity occurs, the system will exit Programming Mode. Programming activity is the pressing of the Valet Switch or pressing a transmitter button once a feature is accessed.

To Access a Feature:

Step 4: Within 10 seconds, Press & Release the Valet Switch the same number of times as the desired feature's number.

- The siren will chirp and the Status Light will flash as many times as the Valet Switch was pressed to indicate the feature number which is now accessed.

To Change a Feature:

- Step 5: After accessing the desired feature, within 10 seconds Press & Release either the transmitter's Large Upper Button or the Small Lower Button.
- Pressing the Large Upper Button turns the feature on; the siren will chirp once and the Status Light will turn on.
 - Pressing the Small Lower Button turns the feature off; the siren will chirp twice and the Status Light will turn off.

To Access and Change further Features:

- Step 6: If there are more features to be programmed, within 10 seconds of the previous action Press & Release the Valet Switch the same number of times as the next desired feature's number.
- Again the siren will chirp and the Status Light will flash as many times as the Valet Switch was pressed to indicate the new feature number which is now accessed.
 - Use the transmitter as described in Step 5 to change the newly accessed feature as desired.
 - Repeat this Step 6 for each additional feature until all features are programmed.

To Exit Programing Mode:

- Step 7: Allow 10 seconds to pass without performing any programming actions; or, turn the vehicles's ignition in.
- The siren will sound briefly and the Status Light will go out to confirm that the system is exiting Programing Mode.

Important Note: Once the system is in Programming Mode, if at any time 10seconds elapse without programming activity, the system will automatically exit Programming Mode. To prevent the system from prematurely exiting Programming Mode, the feature can entered again by pressing the Valet Switch, or if a feature is accessed, by pressing either of the buttons. Features can be selected in any order as desired.

The following pages explain each of the programmable features in detail, including how to program transmitters and how to customize your system's SecureCode. Following the features explanation is a convenient feature programming checklist, which greatly simplifies the feature programming process.

THE 533i³'s PROGRAMMABLE FEATURES

Feature #1

Transmitter Programming Mode

The first level in the programmable features menu is Transmitter Programming Mode, by which additional or replacement transmitters can be programmed to operate the system. It is important to note that when a transmitter is programmed into the system, the ATV Warning is activated and all previous transmitter codes in the system's memory are deleted.

If a third or fourth transmitter is to be added to operate the system, all of the transmitters must be programmed into system's memory at the same time, as the first new transmitter code entered will erase the existing transmitter codes. Therefore, if your system should ever be compromised by the addition of an unauthorized transmitter, the ATV feature will warn you. By simply reprogramming all of your transmitters into the system, the unauthorized transmitter will be erased.

To program a transmitter:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released one time only. The system's response will be one siren chirp, and the Status Light flashing one time, pausing, then repeating. Within 10 seconds, press and release the Large Upper Button of the first transmitter. The system confirms "learning" the transmitter's code chirping the siren once. Repeat this action with each transmitter to be programmed. Only the Large Upper Button of the transmitter needs pressing and release; all of the other transmitter button's operations will be learned automatically.

To program a transmitter to a "2nd" or "3rd" system:

Up to three Crime Guard systems may be independently operated using a single transmitter. To accomplish this, the transmitter's button functions are different for each of the vehicles. This prevents Arming or Disarming the multiple systems simultaneously when all are within range of the transmitter. To program a transmitter for 2nd or 3rd systems, when programming press and release either of the small buttons instead of the Large Upper Button. The system will automatically assign the transmitter's other functions in a different order. The following chart shows button function assignment.

Arm/Disarm

Large Button

Small Button

Small Button

Auxiliary Output #2

Small Button

Large Button

Large Button

Auxiliary Output #3

Small Button

Small Button

Small Button

Only the "Arm/Disarm" button is pressed when programming.

Feature #2

SecureCode Programming Mode (Factory Default Setting: 1 Press)

SecureCode is a unique patented feature which allows you to custom select the number of Valet Switch presses which would be required in order to perform an Emergency Override. Instead of “1 press” of the Valet Switch, a customized programming of the SecureCode would require from 2 to 12 presses. If any of the three Vehicle Recovery features are utilized, a customized SecureCode would require that the correct SecurCode entry of Valet Switch be made to cancel the Vehicle Recovery activation.

The “as received” factory default setting of “1 press” is the most convenient, as an Emergency Override will occur instantly when the Valet Switch is pressed, but it is not as secure as a customized setting. When a customized SecureCode has been programmed, the system will disarm a few seconds after the correct entry.

To custom program a new SecureCode:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released two times. The system’s response will be two siren chirps, and the Status Light flashing twice, pausing, then repeating. Within 10 seconds, press and release the transmitter’s Large Upper Button; the siren will chirp twice to confirm system is ready to accept the new SecureCode entry. Now press and release the Valet Switch the desired number of times. The SecureCode can be programmed for 1 to 12 presses, but the entry must be made within 5 seconds. Wait for the siren to chirp the same number of times as the Valet Switch presses to confirm the new SecureCode entry.

Important: If no additional features need to be programmed, exit Programming Mode by allowing the 10 second time limit to expire without any further programming activity. Do not exit Programming Mode by turning on the ignition switch.

Feature #3

Chirp Confirmation (Factory Default Setting On)

This feature allows the permanent removal of the system’s chirping the siren as a audible confirmation when performing functions such as Arming and Disarming. Please note that utilizing this feature to remove the confirmation chirps does not affect siren chirping operations associated with the ATV Warning, sensor prewarning or Programming Mode.

Changing the Chirp Confirmation:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released three times. The system's response will be three siren chirps, and the Status Light flashing three times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to turn the Chirp Confirmation on (the siren will chirp once) or the Small Lower Button to turn the Chirp Confirmation off (the siren will chirp twice).

Feature #4

30 or 60 Second Alarm Duration (Factory Default Setting 30 Seconds)

This feature allows the option of a 30 or 60 second Alarm Duration, which is when the system has activated in Armed state, sounding the siren and flashing the parking lights.

Changing the Alarm Duration:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released four times. The system's response will be four siren chirps, and the Status Light flashing four times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to set the Alarm Duration for 30 seconds (the siren will chirp once) or the Small Lower Button to set the Alarm Duration for 60 seconds (the siren will chirp twice).

Feature #5

Automatic Sensor Zone Bypass (Factory Default Setting On)

This feature configures the system to automatically bypass the sensor protection zone if the sensor should be triggered five times during a single Armed state. If the sensor is bypassed, it will be reinstated the next time the system becomes Armed.

Programming Automatic Sensor Zone Bypass:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released five times. The system's response will be five siren chirps, and the Status Light flashing five times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to turn the Automatic Sensor Zone Bypass feature on (the siren will chirp once) or the Small Lower Button to turn this feature off (the siren will chirp twice).

Feature #6 Auxiliary Output #2 Also Disarms System (Factory Default Setting On)

This feature configures the Auxiliary Output #2 to automatically Disarm the system at the same when it is used.

Programming Auxiliary Channel #2 Disarms System:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released six times. The system's response will be six siren chirps, and the Status Light flashing six times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to have the system Disarm when Auxiliary Output #2 is used (the siren will chirp once) or the Small Lower Button to have Auxiliary Output #2 not Disarm the system when it is used (the siren will chirp twice).

Feature #7 Last Door Arming (Factory Default Setting On)

This feature configures the system to automatically Arm itself 30 seconds after the vehicle's last door is closed.

Programming Last Door Arming:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released seven times. The system's response will be seven siren chirps, and the Status Light flashing seven times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to turn on Last Door Arming (the siren will chirp once) or the Small Lower Button to turn off Last Door Arming (the siren will chirp twice).

Feature #8 Doors Lock With Last Door Arming (Factory Default Setting Off)

This feature adds the automatic locking of the doors to the previous feature, Last Door Arming. If this feature is turned on, the doors will lock when the system becomes armed 30 seconds after closing the last door. Feature #7 must be turned on for this feature to operate.

Programming Doors Lock With Last Door Arming:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released eight times. The system's response will be eight siren chirps,

and the Status Light flashing eight times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to turn on the Doors Lock With Last Door Arming feature (the siren will chirp once) or the Small Lower Button to turn off the feature (the siren will chirp twice).

Feature #9 Parking Light Illumination Upon Disarm (Factory Default Setting Off)

This feature configures the system to illuminate the vehicle's parking lights for 30 seconds when it is Disarmed. Otherwise, if this feature is turned off, the parking lights will flash once upon Disarming the system. Please note that an option is having the interior lights also illuminate. Consult your installing dealer.

Programming Parking Light Illumination Upon Disarm:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released nine times. The system's response will be nine siren chirps, and the Status Light flashing nine times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to have the parking lights turn on for 30 seconds when the system is Disarmed (the siren will chirp once) or the Small Lower Button to have the parking lights only flash once when the system is Disarmed (the siren will chirp twice).

Feature #10 Starter Interrupt Operates In Valet Mode (Factory Default Setting Off)

This feature configures the system to engage the starter interrupt circuit when the remote transmitter is used to lock the vehicle's doors while the system is in Valet Mode. When this is done, the transmitter must be used to unlock the doors or an Emergency Override must be performed to disengage the starter interrupt.

Programming Starter Interrupt Operates In Valet Mode:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released ten times. The system's response will be ten siren chirps, and the Status Light flashing ten times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to turn this feature on (the siren will chirp once) or the Small Lower Button to turn this feature off (the siren will chirp twice).

Feature #11**Door Lock/Unlock Pulse Duration
(Factory Default Setting .8 Second)**

This feature offers the selection of a .8 second or a 3 second pulse duration of the system's doorlock outputs. Certain vehicles have power doorlocking systems which are vacuum operated, and thus require a longer output pulse from the Crime Guard system. While use of this feature is determined by the type of vehicle the system is installed in, this feature does save the owners of such vehicles the added expense of a special adapter.

Programming Door Lock/Unlock Pulse Duration:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released eleven times. The system's response will be eleven siren chirps, and the Status Light flashing eleven times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to configure the doorlock pulse for .8 second (the siren will chirp once) or the Small Lower Button to configure the doorlock pulse for 3 seconds (the siren will chirp twice).

Feature #12**Ignition Activated Vehicle Recovery
(Factory Default Setting Off)**

The Vehicle Recovery feature activates the system into an alarm condition automatically in the event that you are forced from your car. "Ignition Activated" Vehicle Recovery is one three methods of activating this feature, which is explained on page 18.

Programming Ignition Activated Vehicle Recovery:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released twelve times. The system's response will be twelve siren chirps, and the Status Light flashing twelve times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to turn on Ignition Activated Vehicle Recovery (the siren will chirp once) or the Small Lower Button to turn this feature off (the siren will chirp twice).

Feature #13**Door Activated Vehicle Recovery
(Factory Default Setting Off)**

The Vehicle Recovery feature activates the system into an alarm condition automatically in the event that you are forced from your car. "Door

Activated” Vehicle Recovery is one three methods of activating this feature, which is explained on page 18.

Programming Door Activated Vehicle Recovery:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released thirteen times. The system's response will be thirteen siren chirps, and the Status Light flashing thirteen times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to turn on the Door Activated Vehicle Recovery feature (the siren will chirp once) or the Small Lower Button to turn this feature off (the siren will chirp twice).

Feature #14 Transmitter Activated Vehicle Recovery (Factory Default Setting Off)

This form of the Vehicle Recovery feature gives you the option of activating the Vehicle Recovery operation from the transmitter in the event that you are forced from your car. “Transmitter Activated” Vehicle Recovery is one three methods of activating this feature, which is explained on page 18.

Programming Transmitter Activated Anti Car-Jacking:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released fourteen times. The system's response will be fourteen siren chirps, and the Status Light flashing fourteen times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to turn on the Transmitter Activated Vehicle Recovery feature (the siren will chirp once) or the Small Lower Button to turn this feature off (the siren will chirp twice).

Feature #15 **Automatic Rearming**
(Factory Default Setting On)

This feature prevents your system from being disarmed accidentally, configuring the system to automatically rearm itself 90 seconds after it has been Disarmed by the transmitter. The operation of the Automatic Rearming feature is explained in more detail on page 10.

Programming Automatic Rearming:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released fifteen times. The system's response will be fifteen siren chirps, and the Status Light flashing fifteen times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to turn on the Automatic Rearming feature (the siren will chirp once) or the Small Lower Button to turn the Automatic Rearming feature off (the siren will chirp twice).

Feature #16 Doors Lock With Automatic Rearm (Factory Default Setting On)

This feature adds the automatic locking of the doors to the previous feature, Automatic Rearming. If this feature is turned on, the doors will lock when the system rearms itself 90 seconds after being disarmed by the transmitter. Feature #15 must be turned on for this feature to operate.

Programming Doors Lock With Automatic Rearming:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released sixteen times. The system's response will be sixteen siren chirps, and the Status Light flashing sixteen times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to turn this feature on (the siren will chirp once) or the Small Lower Button to turn this feature off (the siren will chirp twice).

Feature #17

3 / 45 Second Arming Delay (Factory Default Setting 3 Second)

This feature determines how long after the Arming confirmation chirp that the system becomes fully Armed. The Arming Delay applies to the system Arming regardless if it occurs from using the transmitter, Last Door Arming or Automatic Rearming.

Programming 3 / 45 Second Arming Delay:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released seventeen times. The system's response will be seventeen siren chirps, and the Status Light flashing seventeen times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to configure the system with a 3 second Arming Delay (the siren will chirp once) or the Small Lower Button to configure the system with a 45 second Arming Delay (the siren will chirp twice).

Feature #18 Doors Lock When Ignition Is Turned On (Factory Default Setting On)

This feature configures the system to automatically lock the vehicle's doors every time that the ignition switch is turned on. An exception to this would be if feature #21 is turned on, and a door being open when the ignition switch is turned on. The two following features, #19 and #20, control the automatic unlocking operation.

Programming Doors Lock When Ignition Is Turned On:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released eighteen times. The system's response will be eighteen siren chirps, and the Status Light flashing eighteen times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to turn on "Doors Lock When Ignition Turned On" (the siren will chirp once) or the Small Lower Button to turn this feature off (the siren will chirp twice).

Feature #19 Unlock #1 When Ignition Is Turned Off (Factory Default Setting On)

This feature configures the system to automatically unlock the vehicle's doors every time that the ignition switch is turned off. An exception to this would be if feature #21 is turned on, and a door being open when the ignition switch is turned off. If the system is installed without the Driver's Door Priority unlock interface, this feature unlocks all of the doors when the ignition switch is turned off. If Driver's Door Priority is installed, this feature controls the driver's door only, and the following feature will control the automatic unlocking of the other doors.

Programming Unlock #1 When Ignition Is Turned Off:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released nineteen times. The system's response will be nineteen siren chirps, and the Status Light flashing nineteen times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to turn on "Unlock #1 When Ignition Turned Off" (the siren will chirp once) or the Small Lower Button to turn this feature off (the siren will chirp twice).

Feature #20**Unlock #2 When Ignition Is Turned Off
(Factory Default Setting On)**

As explained for the previous feature, this feature controls the automatic unlocking of all doors except the driver's door if Driver's Door Priority is installed.

Programming Unlock #2 When Ignition Is Turned Off:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released twenty times. The system's response will be twenty siren chirps, and the Status Light flashing twenty times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to turn on "Unlock #2 When Ignition Turned Off" (the siren will chirp once) or the Small Lower Button to turn this feature off (the siren will chirp twice).

Feature #21**Open Door Bypass Of Ignition Locking
(Factory Default Setting On)**

This feature cancels the automatic locking or unlocking of the vehicle's doors when the ignition switch is turned on or off if one of the doors is open. This feature can be useful, for example, for leaving others within a locked vehicle when only the driver exits the vehicle. Features #18, #19, or #20 must be turned on for this feature to operate.

Programming Open Door Bypass Of Ignition Locking:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released twenty one times. The system's response will be twenty one siren chirps, and the Status Light flashing twenty one times, pausing, then repeating. Within 10 seconds, press and release the transmitter's Large Upper Button to turn on "Open Door Bypass Of Ignition Locking" (the siren will chirp once) or the Small Lower Button to turn this feature off (the siren will chirp twice).

Feature #22**1 Or 2 Button Transmitter Operation
(Factory Default Setting 1 Button Operation)**

This feature changes the configuration of how the transmitter operates the system. In the factory default setting of "1 Button Operation", a single transmitter button alternates Arming and Disarming the system with every press of the button. When this feature is programmed to the "2 Button

Operation” setting, one of the transmitter’s buttons will only Arm the system, and a second button will only disarm the system. An optional transmitter with four buttons, Omega part number #105-05, is available from your Crime Guard dealer or directly from Omega Research and Development. The following pages will show the system’s operation with either type of transmitter.

Programming Transmitter 1 Or 2 Button Operation:

Follow Steps 1 to 4 on page 20; at Step 4 the Valet Switch will be pressed and released twenty two times. The system’s response will be twenty two siren chirps, and the Status Light flashing twenty two times, pausing, then repeating. Within 10 seconds, press and release the transmitter’s Large Upper Button to configure the system for “1 Button Operation” (the siren will chirp once) or the Small Lower Button to configure the system for “2 Button Operation” (the siren will chirp twice).

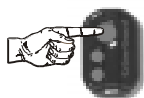
TRANSMITTER “2 BUTTON” OPERATION

Programmable feature #22 changes the configuration of how the transmitter operates the system. In the factory default setting of “1 Button Operation”, a single transmitter button alternates Arming and Disarming the system with every press of the button. When this feature is programmed to the “2 Button Operation” setting, one of the transmitter’s buttons will only Arm the system, and a second button will only disarm the system. An optional transmitter with four buttons is available; an order form is found on page 36.

To Arm the System:

3 Button Transmitter

Press & Release the Large Upper Button



OR



THE SIREN CHIRPS TWICE
TO CONFIRM ARMING



THE PARKING LIGHTS
FLASH TWICE
TO CONFIRM
ARMING

THE DOORS WILL LOCK*

Press & Release the “Arm/Lock” Button () 

Optional 4 Button Transmitter

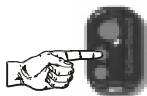
*** An optional doorlock interface must be installed**

To Disarm the System:

3 Button Transmitter

Press & Release the Small Center Button

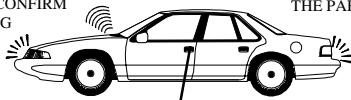
With Driver's Door Priority, again Press & Release the Small Center Button to unlock the remaining doors



OR



THE SIREN WILL CHIRP
ONCE TO CONFIRM
DISARMING



THE PARKING LIGHTS
WILL FLASH:
ONCE TO
CONFIRM
DISARMING

THE DOORS WILL UNLOCK*

Press & Release the “Disarm/Unlock” Button ()

With Driver's Door Priority, again Press & Release the “Disarm/Unlock” Button () to unlock the remaining doors

Optional 4 Button Transmitter

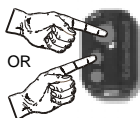
To Activate “Enhanced Panic”:

3 Button Transmitter

Press & Hold for 3 Seconds the Large Upper Button

OR the Small Center Button

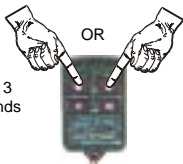
Hold 3
seconds



OR

OR

Hold 3
seconds



THE SIREN SOUNDS



THE PARKING LIGHTS
WILL FLASH

THE DOORS WILL LOCK
LOCK OR UNLOCK*

“Enhanced Panic” allows you to activate Remote Panic from either the Arming button or Disarming button; the former locks the doors and the latter unlocks the doors when Remote Panic is activated.

Press & Hold for 3 Seconds the “Arm/Lock” Button ()

OR the “Disarm/Unlock” Button ()

Optional 4 Button Transmitter

To Deactivate Panic:

Press & Release either button

* An optional doorlock interface must be installed

To Silently Arm and Disarm the System:

3 Button Transmitter

Press & Release the Small Lower Button Twice

2 X



OR

2 X



THE PARKING LIGHTS
WILL FLASH TWICE

THE DOORS WILL LOCK*

Silent Arming and Silent Disarming are both operated by double-pressing the same transmitter button.

Press & Release the “Auxiliary Output #2” Button (II) Twice

Optional 4 Button Transmitter

To Activate Auxiliary Output #2:

3 Button Transmitter

Press & Hold for 3 Seconds the Small Lower Button

Hold 3
seconds



OR

Hold 3
seconds



IF ARMED, THE SYSTEM
WILL DISARM, WITH
3 SIREN CHIRPS
AND 1 LIGHT
FLASH

IF THE SYSTEM IS NOT ARMED,
CONFIRMATION IS 1 SIREN CHIRP
AND 1 LIGHT FLASH



TYPICALLY USED
FOR OPTIONAL
TRUNK
RELEASE

THE DOORS WILL UNLOCK*

Press & Hold for 3 Seconds the “Auxiliary Output #2” Button (II)

Optional 4 Button Transmitter

To Activate Auxiliary Output #3:

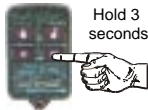
3 Button Transmitter

Press & Hold for 3 Seconds the Large Upper and Small Lower Button

Hold 3
seconds



OR

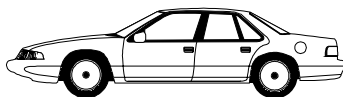


Hold 3
seconds

EXAMPLES:

CAN OPERATE OPTIONAL
CAR STARTER MODULE

CAN OPERATE OPTIONAL
WINDOW ROLL-UPS



Press & Hold for 3 Seconds the “Auxiliary Output #3” Button (III)

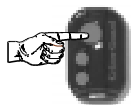
Optional 4 Button Transmitter

*** An optional doorlock interface must be installed**

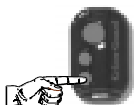
To Activate Remote Sensor Bypass:

3 Button Transmitter

Press & Release the Large Upper Button to Arm, then Press & Release the Small Lower Button

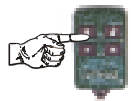


1

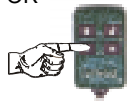


2

OR



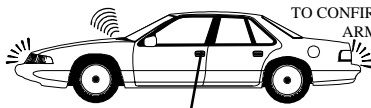
1




2

THE SIREN WILL CHIRP TWICE TO
CONFIRM ARMING
THE SIREN THEN CHIRPS ONCE
TO CONFIRM SENSOR BYPASS

THE PARKING LIGHTS
WILL FLASH TWICE
TO CONFIRM
ARMING



THE DOORS WILL LOCK
UPON ARMING*

Press & Release the “Arm/Lock” Button () to Arm, then Press & Release the “Auxiliary Output #2” Button (II)

Optional 4 Button Transmitter

Omega Research and Development, Inc.

P. O. Box 508

Douglasville, Georgia 30133

REPLACEMENT TRANSMITTERS

Extra or replacement Remote Control Transmitters are readily available from the dealer from which you purchased your Crime Guard system; or, transmitters may purchased directly from Omega Research and Development. **Transmitters purchased from Omega are \$35.00 each**, which includes shipping and handling.

To order transmitters from Omega direct, please use the form below, which can be cut from this manual or photocopied and legibly fill in the needed information. ***Please send a street address. Your transmitter(s) will be shipped UPS, which will not deliver to P.O. Box numbers.*** Please remit \$ 35.00 for each transmitter ordered; personal check, money order or credit card are acceptable. Mail to:

**Omega Research and Development, Inc.
P. O. Box 508
Douglasville, Georgia 30133**

Please send me:

_____ pcs. #119-05R
3-Button Rosewood

_____ pcs. #119-05B
3-Button Ebony

_____ pcs. #105-07
4-Button Black

My name and address is:

NAME _____

ADDRESS _____

CITY _____

STATE & ZIP _____

TELEPHONE _____

☐ I have enclosed a check or money order for \$_____.

☐ I would like to charge my order. My _____ credit card

TYPE OF CREDIT CARD

number is _____ which expires _____.

Credit card holder name _____

Standard 3 Button
Transmitters-

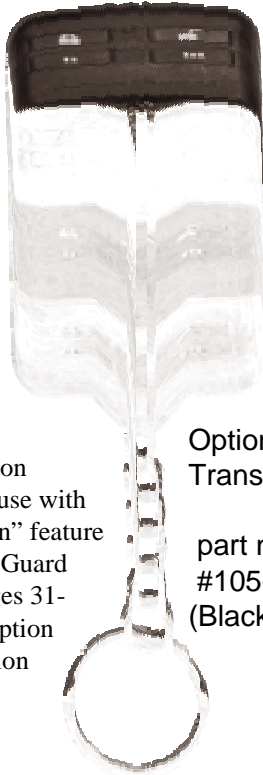
“Rosewood”
part number:
#119-05R



“Ebony”
part number:
#119-05B



The optional 4 Button transmitter is ideal for use with the “2 Button Operation” feature offered by your Crime Guard system. Please see pages 31-35 for a detailed description of this feature’s operation and how to program it.



Optional 4 Button
Transmitter-

part number:
#105-05
(Black finish only)

FEATURES PROGRAMMING CHECKLIST

This checklist will assist you when programming features. Before attempting feature programming, please carefully read pages 20 and 21 for the entire features programming details and instructions to become familiar with the features and the programming procedure. A detailed explanation of each of the programmable features is found on pages 22 through 32.

To best use this checklist, mark each applicable box with “\” next to the feature to be changed before entering features Programming Mode. As each feature is programmed, change its mark to “X”.

To program features, follow these steps:

Step 1 - Turn the ignition “off”, and press the Valet Switch 5 times.

(the system will respond a siren chirp, then briefly sounding the siren and the Status Light begins flashing)

Step 2 - Press the Valet Switch the same number of times as the desired feature number.

(the system will acknowledge the Valet Switch entry by repeating the same number of siren chirps and the Status Light flashes an equal amount)

Step 3 - Press the transmitter’s Large Upper Button to turn the feature “on”, or press the Small Lower Button to turn the feature “off”.

(turning the feature “on” is indicated by one siren chirp and the Status Light being on; turning the feature “off” is indicated by two siren chirps and the Status Light being off)

Repeat - Steps 2 and 3 for each feature to be changed

#	FEATURE	DEFAULT
1	<input type="checkbox"/> TRANSMITTER PROGRAMMING	
2	<input type="checkbox"/> SECURECODE PROGRAMMING	1 press- see page 23
3	<input type="checkbox"/> Chirp Confirmation	ON (large upper button)
4	<input type="checkbox"/> 30 / 60 Second Activated Alarm Cycle	30 Seconds (large upper button)
5	<input type="checkbox"/> Automatic Sensor Zone Bypass	ON (large upper button)
6	<input type="checkbox"/> Auxiliary Output #2 Also Disarms System	ON (large upper button)
7	<input type="checkbox"/> Last Door Arming	ON (large upper button)
8	<input type="checkbox"/> Doors Lock With Last Door Arming	OFF (small lower button)
9	<input type="checkbox"/> Parking Light Illumination Upon Disarm	OFF (small lower button)
10	<input type="checkbox"/> Starter Interrupt Operates In Valet Mode	OFF (small lower button)
11	<input type="checkbox"/> .8 / 3 Second Doorlock Pulse	.8 Second (large upper button)
12	<input type="checkbox"/> Ignition-Activated Vehicle Recovery	OFF (small lower button)
13	<input type="checkbox"/> Door-Activated Vehicle Recovery	OFF (small lower button)
14	<input type="checkbox"/> Transmitter-Activated Vehicle Recovery	OFF (small lower button)
15	<input type="checkbox"/> Automatic Rearming	ON (large upper button)
16	<input type="checkbox"/> Doors Lock With Automatic Rearming	ON (large upper button)
17	<input type="checkbox"/> 3 / 45 Second Arming Delay	3 Second (large upper button)
18	<input type="checkbox"/> Doors Lock At Ignition "On"	ON (large upper button)
19	<input type="checkbox"/> Unlock #1 At Ignition OFF	ON (large upper button)
20	<input type="checkbox"/> Unlock #2 At Ignition OFF	OFF (small lower button)
21	<input type="checkbox"/> Open Door Bypass To Features 18, 19, 20	ON (large upper button)
22	<input type="checkbox"/> One / Two Button Arming / Disarming	One Button (large upper button)

If no programming activity occurs within a 10 second period, the features Programming Mode will expire.

The system exiting features Programming Mode is indicated by the siren briefly sounding.

LIMITED LIFETIME WARRANTY

Products manufactured and sold by OMEGA RESEARCH & DEVELOPMENT, INC. (the "Company"), are warranted to be free from defects in materials and workmanship under normal use. If a product sold by the Company proves to be defective, the Company will repair or replace it free of charge within the first year and thereafter all parts to be repaired will be free with only a nominal charge for Crime Guard Keyless Entry & Security, Inc.'s labor and return shipping, to the original owner during the lifetime of the car in which it was originally installed.

All products for warranty repair must be sent postage prepaid to Crime Guard Keyless Entry & Security, Inc., P.O. Box 508, Douglasville, Georgia 30133, or send via UPS to: 981 N. Burnt Hickory Rd., Douglasville, Georgia 30134, with bill of sale or other dated proof of purchase. This warranty is nontransferable and does not apply to any product damaged by accident, physical or electrical misuse or abuse, improper installation, alteration, any use contrary to its intended function, unauthorized service, fire, flood, lightning, or other acts of God.

This warranty limits the Company's liability to the repair or replacement of the product. The Company shall not be responsible for removal and/or reinstallation charges, damage to or theft of the vehicle or its contents, or any incidental or consequential damages caused by any failure or alleged failure of the product to function properly. **UNDER NO CIRCUMSTANCES SHOULD THIS WARRANTY, OR THE PRODUCT COVERED BY IT, BE CONSTRUED AS A GUARANTEE OR INSURANCE POLICY AGAINST LOSS.** The Company neither assumes nor authorizes any person or organization to make any warranties or assume any liability in connection with the sale, installation, or use of this product.

This device complies with F.C.C Rules part 15. Operation is subject to the following two conditions: (1) This device may not cause harmful interference and, (2) This device must accept any interference that may be received, including interference that may cause undesired operation.

The manufacturer is not responsible for any radio TV interference caused by unauthorized modifications to this equipment. Such modifications could void the user's authority to operate the equipment.

Crime Guard
Keyless Entry and Security®

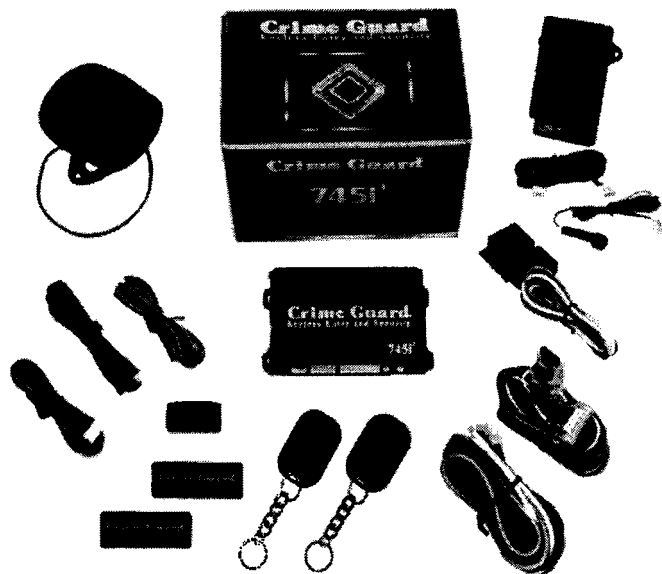
Crime Guard

Keyless Entry and Security.

INSTALLATION MANUAL

for models

328i³ / 533i³ / 745i³



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Universal Relay Wiring Instructions	Back Cover

This Installation Manual explains the installation and connection of these system's wiring connections utilizing the included Universal Harness. Certain Omega Quick Interconnect Harnesses, which plug directly into the vehicle's existing wiring harnesses, are available. Specific instructions are included with each Quick Interconnect Harness.

These instructions are for three Crime Guard models; the beginning of each section specifies "all models" or notes the exact model or models.

Instructions for programming transmitters and features may be found in the Operation Manual.

Installation Considerations

Important: The single most important factor regarding the proper operation and effectiveness of a vehicle security system is its installation. This system can be successfully installed with basic hand tools, by carefully following these instructions. One area to take special care in is wiring connections, soldering is most desirable, with crimp-type terminals following "Quick-tap" or "t-tap" connections are acceptable, providing that extreme care is taken to ensure that they are done correctly. The "strip and twist" method of joining wires is the least desirable, although a satisfactory connection can be made if done properly, this is considered as the least reliable method of joining wires. When using any method, it is most important that the spliced wires be adequately insulated, not only to prevent short-circuits, but to also protect the wires' splice from exposure to the weakening environmental effects of moisture in the atmosphere.

Before Starting The Installation: This entire booklet should be read before starting the installation. An understanding of which control module wires are to be used and their functions is essential. Installations will vary from car to car, as some control module wire connections are required, while others are optional. Before starting the installation, it should be determined which control module wires will be used. Most installers will list these wires, then "map out" the installation by locating and noting the target wires in the vehicle. This will also determine the best location for the system's control module, which is mounted upon completion of the installation and testing of the system.

Most of the main wiring harness connections will be made at the ignition switch harness, which is typically located around the steering column area. **Caution! Avoid the Airbag circuit!** Especially avoid any harness or wires encased in Yellow or Red tubing or sleeves. Do not use a standard test light, as it can deploy an airbag or damage on-board computers and sensors if the wrong circuits are probed. Instead, use a Digital Multimeter (DMM). Proper wiring connections are a must!

Mounting The Control Module: The Control Module contains the necessary electronics required for the system's operation. Always mount this module in the vehicle's interior compartment, in a secure location that is not easily accessible. Ensure that moisture, vibration and temperature extremes are minimized. Acceptable locations include mounting behind the dash, behind the glovebox or other interior panels.

Mounting The Electronic Siren: Find a location in the engine compartment away from the extreme heat of the engine and manifold. Remember the "map out" approach to installation, the hood pin switch wire and any other wires to be ran to the engine compartment should be considered. Route these wires very carefully to prevent their being damaged or shorted by being pinched, or by hot or moving parts of the vehicle. In many cases the vehicle may have an unused rubber grommet on the firewall, these are excellent methods for routing wires to the engine compartment. Cut a small slice in the rubber, pass the wires through the grommet (needle-nose pliers are good for this) and be sure to reinstall the grommet in firewall sheet metal. If the vehicle is equipped with a speedometer cable, its grommet typically offers a path through the firewall. Always protect the wires which are routed to the engine compartment, for example, if the siren Positive wire

is shorted to Ground, the control module can suffer serious damage.

A suitable siren mounting location will offer a firm mounting surface, will also allow sound dispersion out of the engine compartment, and not be accessible to a thief. The siren must be pointed downward to avoid moisture collecting inside it and to enhance sound dispersal. Use three of the included screws to securely mount the siren.

LED Status Light/Valet Switch/Data Port: This assembly contains the LED Status Light, Valet Switch, and a Data Port (for the FPM-1 Features Programming Module used by professional installers). Mount the assembly in a location where it can easily be seen by the driver, and preferably where it can be seen from outside, as the LED Status Light provides a level of visual deterrence. If desired, Crime Guard's SecureCode override may be custom-programmed for maximum security (see the Operation Manual). Two mounting methods are provided: double-sided adhesive tape, and two screws. If using the adhesive tape, properly prepare the mounting surfaces to ensure good adhesion. If using the screws for a more permanent mounting, carefully separate the housing halves, install the screws (avoid overtightening), then snap the assembly halves back together. Carefully route the wiring harness to the control module (both ends are the same) to avoid any chances of it being chafed or pinched.

Optional Customized LED & Valet Switch Mounting: An alternative to the LED/Valet Switch/Data Port assembly is a separate LED and Valet Switch. Mount the LED Status Light in the vehicle's interior where it can be easily seen by the operator, and preferably where it can be seen from the exterior of the vehicle. Drill a 9/32" hole in a suitable interior panel, route the wiring harness through the hole to the control module, and snap the LED in place. Mount the valet switch, using its adhesive pad, in a hidden location that is accessible to the operator, carefully route the wires to the control module, and plug into the control module. For early production units, insert the LED's wires as shown on the included instruction sheet into 5-pin connector, which is then inserted into the control module. Later production units will have separate 2-pin plugs for the LED and Valet Switch, insert these into the matching ports on the control module. See the "Wiring Diagram".

Auxiliary Sensor Port: This allows the easy plug-in addition of an auxiliary sensor. The auxiliary sensor port is dual-zoned: the first zone will respond by chirping the siren only; and the second zone will respond by

fully triggering the system. These ports supply constant 12 volt power, grounded output when the system is armed, a negative instant trigger, and a negative prewarn trigger. The Crime Guard 745i³ features dual sensor ports, both having identical operation, easily facilitating multiple sensors.

The Crime Guard 533i³ and 745i³ include sensor units, which are packaged with their own instruction sheet.

Main Power Connections - 5-Pin Connector

Make all of the wiring connections, then plug both of the harnesses into the control module.

Black Wire - (Ground):

All Models

The Black wire provides Negative ground for the system, proper connection of this wire is important.

CONNECTION: Using the correctly sized crimp-on ring terminal, connect the Black wire to the metal frame of the vehicle, preferably using an existing machine-threaded fastener. Make sure that the ring terminal attached to the Black wire has contact with bright, clean metal. If necessary, scrape any paint, rust or grease away from the connection point until the metal is bright and clean. If the control module has an insufficient ground connection, the security system can find partial ground through the wires that are connected to other circuits, and function, but not correctly. As the alarm can partially operate, a bad ground wire connection would not likely be suspected.

Antenna Wire -

All Models

The Black (or Black/Red) wire attached to the control module is the coaxial antenna cable. Do not connect this wire to anything or the transmitter's range will be reduced or eliminated. Stretch the Black antenna wire out and as high as possible for the best operating range. If desired, this wire can be extended to possibly increase the unit's operating range. The same size wire should be used (22 ga.), and as a general rule the added length should not exceed twice the standard length.

Red Wire - (Constant Power Input): All Models

The Red wire's function is to supply Constant Positive 12 Volts for security system's operation. When 12 Volts is first applied to the Red wire, the system will revert to the state in which it was in when power was taken away. If the vehicle to be serviced, especially if it involves the battery, the system should be placed in Valet Mode. This will prevent the system from being activated if the battery is disconnected and reconnected. The Red wire also supplies 12 Volt Positive to the module's internal relay for flashing the parking lights.

CONNECTION: Connect the Red wire to a Constant Positive 12 Volt source. This source should have Positive 12 Volts with at least a 15 Amp capacity at all times and in all ignition key positions. Connection locations can be at the supply wire at the ignition switch, the supply wire *behind* the fuse block or the fuse/junction block. *Never* just insert the Red wire or any other security system wire behind a fuse. Also, please note that connecting directly to the battery's Positive terminal will expose this connection to failure due to a corrosive environment unless the connection has a protective coating.

Yellow Wire - (Ignition Input): All Models

The Yellow wire is an ignition "on" input to the security system. This connection is critical to the proper operation of many of the security system's features.

CONNECTION: This wire supplies Positive 12 Volts to the control module whenever the ignition switch is "on". This connection should be made at the ignition switch harness, to the primary ignition circuit. Primary ignition has 0 Volts when the ignition key is in the "Lock", "Off" and "Accessory" positions, and Positive 12 Volts in the "Run" and "Start" positions. Locate the correct wire at the ignition switch harness and securely splice the Yellow wire to it.

Orange Wire - (Output While Armed): All Models Starter Interrupt Optional On 328i³, Starter Interrupt Standard On 533i³ & 745i³

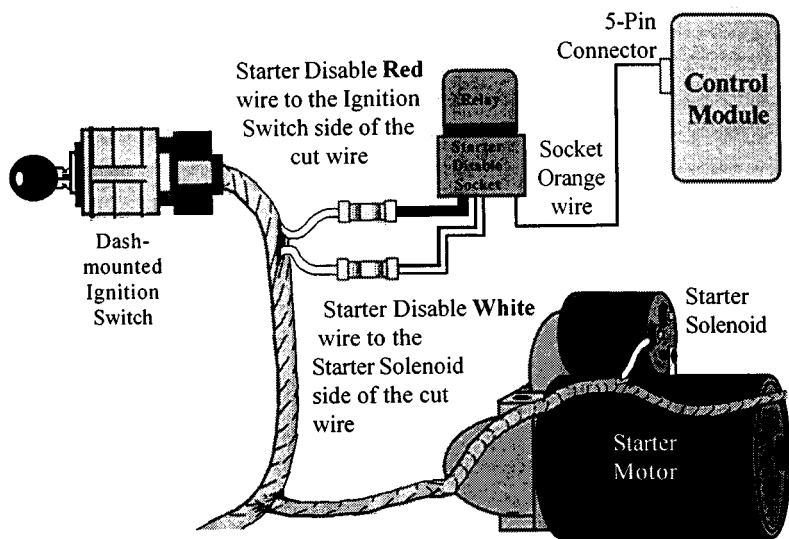
The Orange wire is a Negative starter interrupt output, which is active whenever the security system is in an armed state.

CONNECTION: To interrupt the vehicle's starter circuit, the starter wire must be located, identified and cut. Cutting the vehicle's starter wire will result

in two sides- the "ignition switch" side and the "starter solenoid" side. It is recommended that this connection be made as close to the ignition switch as possible. Use a voltmeter, not a test light, to find the correct wire, which is the wire from the ignition switch to the starter solenoid.

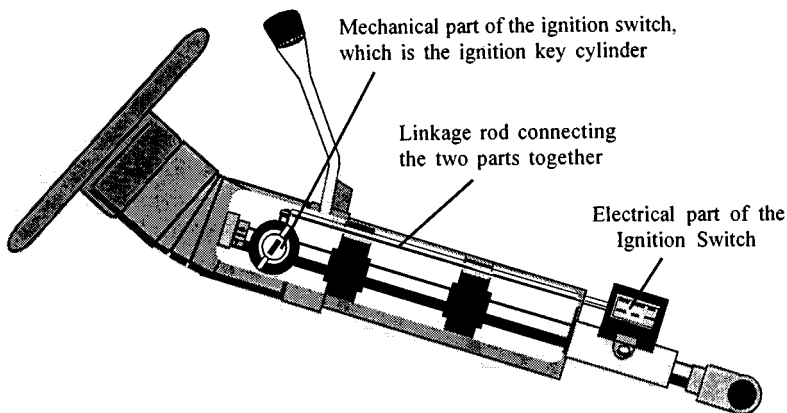
CAUTION! Avoid the airbag circuit! Improper use of a test light can cause deployment of the airbag, which may result in bodily injury! Test lights can also damage on-board computers and associated sensors.

Typical Dash-Mounted Ignition Switch Showing Starter Disable Connections



The starter wire will read Positive 12 Volts only when ignition key is in "start" position (cranking the engine). Cut this wire at a suitable location. Confirm that this is the correct wire by turning the ignition switch to the "start" position. The starter should not engage. Connect the starter disable socket's Red wire to the ignition switch side. Connect the starter disable socket's White wire to the starter solenoid side. Be sure that good, solid electrical connections are made as this generally is a high amperage circuit.

Cutaway View Of A Typical Steering Column-Mounted Ignition Switch



Gray Wire - (Auxiliary Output #2): All Models

The Gray wire is an optional output, typically the primary use is for trunk release. Unless the vehicle's existing trunk release switch draws no more than 250mA, an optional relay must be used.

CONNECTION: Connect the Gray wire to relay pin (85), and connect Constant Positive 12 Volts to relay pin (86). Connect pin 30 to power, or ground, as needed. Pin #87 is then connected to the vehicle's trunk wire. Please refer to the relay wiring instructions on the back cover.

Secondary Connections - 8-Pin Connector

Brown Wire - (Positive Siren Output): All Models

The Brown wire is a 1 Amp Positive output designed to operate the electronic siren for audible confirmations, and also to sound if the security system is triggered.

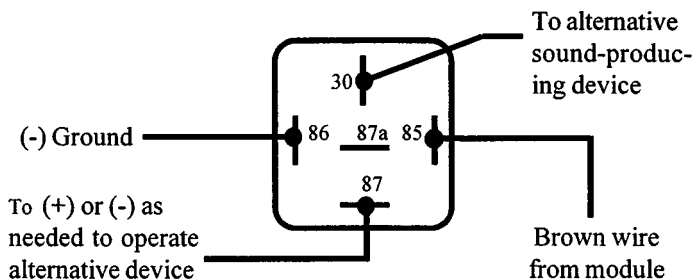
SIREN CONNECTION: The Brown wire may be connected directly to the siren's Red wire, and the siren's Black wire is connected to (-) Ground

SIREN MOUNTING: Find a location in the engine compartment away from the extreme heat of the engine and manifold. A suitable location will offer a firm mounting surface, will also allow sound dispersion out of the engine compartment, and not be accessible to a thief. The siren must be pointed downward to avoid moisture getting inside it and to enhance sound dispersal. Pages 4-5 have more detailed information on the routing of wires and mounting the siren.

BLACK WIRE LOOP ON SIREN: Cutting the short Black wire loop on the siren will produce louder confirmation chirps. If the Black wire loop is cut, insulate the ends of the wires with cap terminals or electrical tape.

USING OTHER SOUND-PRODUCING DEVICES: Should other sound-producing devices be used besides the included siren, or should multiple sirens be used, be sure that the total load on this output does not exceed Brown wire's 1 Amp capacity. If so, an optional relay must be used to prevent damage to this circuit. Use this diagram.

Optional Relay Wiring Diagram

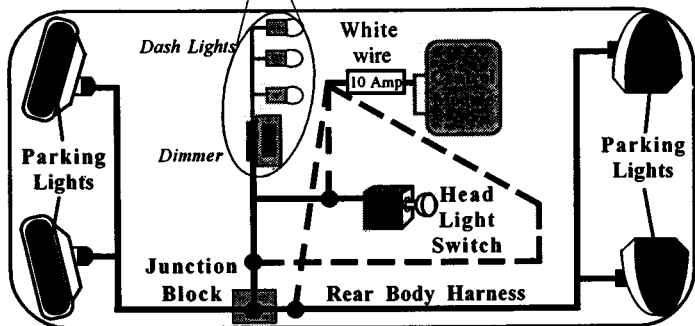


White Wire - (Flashing Light Output): All Models

This is a Positive 12 Volt output to flash the vehicle's parking lights for visual arming confirmation, to illuminate them for disarming confirmation, and to attract attention while the system is activated.

CONNECTION: Connect this wire to the vehicle's Positive 12 Volt parking light circuit, which can usually be found at the following locations at the headlight switch, at the fuse/junction block, or in the rear body harness in the driver kick panel. Some vehicles, notably Toyota, have a parking light relay which is triggered by a Negative Ground circuit from the headlight switch. The White wire can still be connected directly in these vehicles by finding the parking light circuit after the relay, typically at the Fuse/Junction Block.

**Caution: Do not connect to the dimmer circuit!
Damage can occur to the unit & the vehicle.**



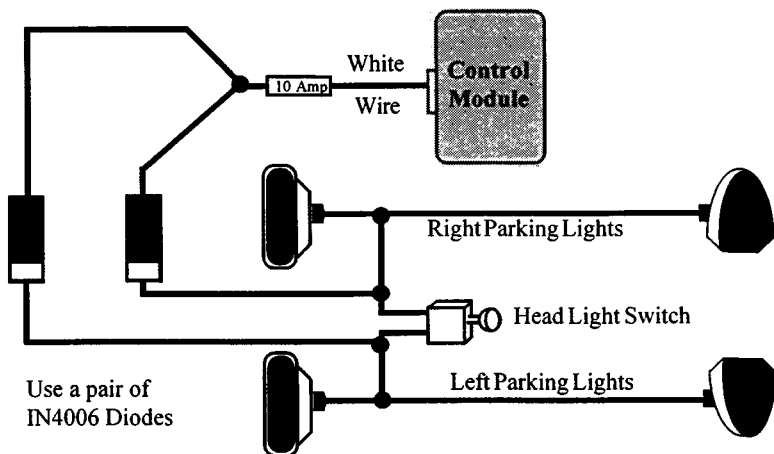
Recommended Connection Points For The White Wire

The correct wire will show Positive 12 Volts when the headlight switch is in the "Parking Light" and "Head Light" positions. When such a wire is located, also test to ensure that it is non-rheostated while metering the wire, operate the dash light dimmer control. The correct wire will show no change in voltage when the dimmer is operated. Do not connect the White wire to a rheostated (dimmer) circuit! This will backfeed the parking lights through the rheostat or illumination control module, and possibly cause damage to the vehicle or security system control unit. Flashing the headlights is not recommended. The halogen headlights found in modern vehicles are not designed to be rapidly turned on and off, and if connected to the security system, a reduction of their useful life may occur. If flashing the headlights is still desired, a relay must be used, since the headlight's current draw exceeds

the 7 amp rating of the built-in relay. If flashing headlights and parking lights are desired, use two relays - configure one relay to supply the parking lights and the other relay to supply the headlights.

MULTIPLE PARKING LIGHT CONNECTIONS: Many European imports have separate left and right side parking lights. When left & right parking lights are on separate circuits, a pair of 6 to 10 amp diodes or a pair of SPDT relays must be used to connect the White wire to each parking light side.

Connecting Separate Left And Right Parking Lights Using Two Diodes



The Green & Violet wires are Negative & Positive door trigger inputs. Most typically, only one or the other of these wires are needed. The Crime Guard 745i³ also has "Smart Trigger", which is covered in a later section of this Installation Manual.

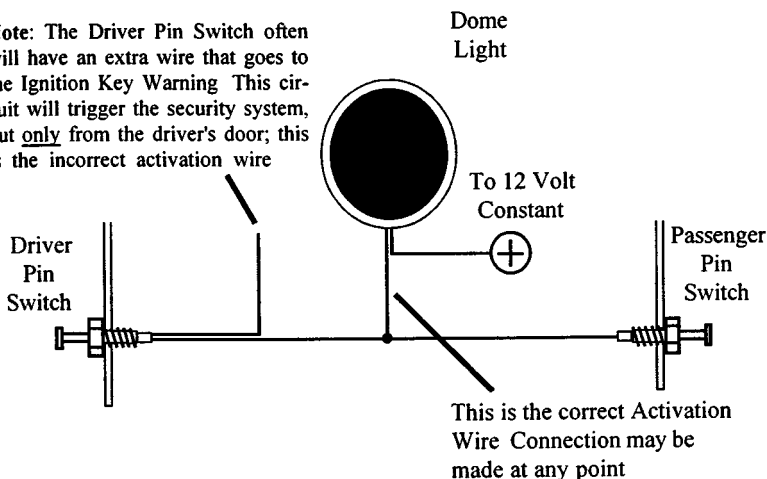
Green Wire - (Negative Door Trigger): All Models

The Green wire is an "open door" input to the control module for vehicles having *Negative switching* door pin switches.

CONNECTION: Connect the Green wire to a wire in the vehicle which is common to all of the door pin switches, the correct wire in this type of dome light/door jamb pin switch system will have no voltage present and will also show chassis ground when the doors are opened, and up to 12 volts when the doors are closed

Typical Negative Switching Dome Light System

Note: The Driver Pin Switch often will have an extra wire that goes to the Ignition Key Warning. This circuit will trigger the security system, but only from the driver's door; this is the incorrect activation wire



Notes, both types of dome light systems: The correct wire will show this change when any of the doors are opened. If the vehicle has delay dome lights, remember to take this into account when testing the wire. If the pin switch is mounted in the metal structure of the vehicle, and the dome light goes out when the switch is removed, suspect a grounding-type dome light system. While the traditional pin switch is mounted in the front door jamb area, also be aware that many vehicles utilize other types of switch devices to operate the interior lights. Some imports have a sliding type of switch and many have the pin or sliding switches in the rear door jamb area. In addition, some vehicles utilize switches in the doors, either connected to the exterior door handles or to the latching mechanism. A vehicle which has the dome lights illuminating when the exterior door handle is lifted is an example of this type of switching system. Also be aware of vehicles which diode-isolate each door. Typically, this is usually encountered with dash displays that indicate

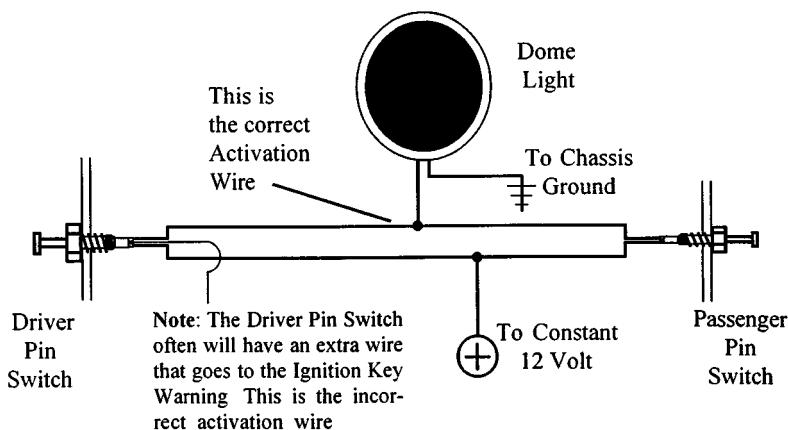
individual doors being ajar. The proper wire to connect to in this type of system is the common wire which is routed to the dome light itself.

Violet Wire - (Positive Door Trigger): All Models

The Violet wire is identical to the Green Door Trigger wire, with the sole exception that it is an open door input to the control module for vehicles having *Positive 12 volt* door pin switches.

CONNECTION: Connect the Violet wire to a wire in the vehicle which is common to all the door pin switches, the correct wire for this type of dome light/door jamb pin switch system will have 12 volts present when the doors are opened, and chassis ground when the doors are closed.

Typical Positive Switching Dome Light System



Blue Wire - (Negative Instant Trigger): All Models

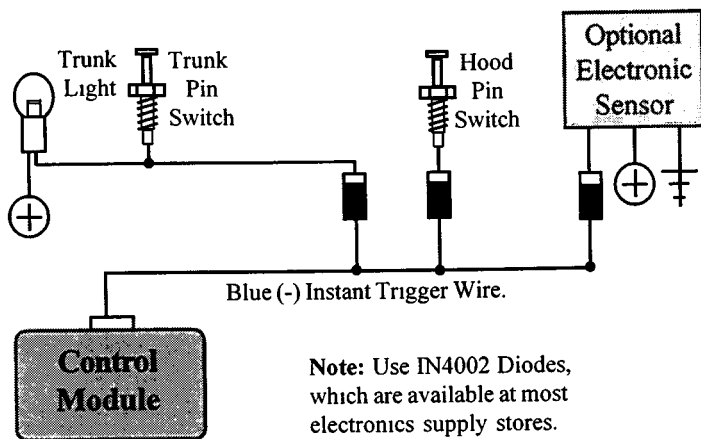
The Blue wire is a Negative instant trigger used primarily to detect entry into the hood or trunk area of a vehicle.

CONNECTION: The included pin switches may be installed to provide this trigger circuit, or, if there are existing switches (example a light in the luggage compartment or a "Trunk Ajar" light in the dash), the Blue wire may be connected directly, provided this is a negative ground switching circuit. An indication of such a circuit is the wire having no voltage present when the

hood or trunk is open, and up to 12 volts when the hood or trunk is closed. This wire cannot be used with mercury switch types of hood or trunk lights. If the vehicle is equipped with a usable trunk or hood circuit, locate the proper wire and splice the Blue wire directly to the vehicle's wire.

When wiring more than one of the vehicle's circuits and/or additional circuits to this wire, diode-isolation may be required to maintain each circuit's proper operation. An example would be wiring a hood pin switch and trunk light switch together. Without isolating, the trunk light will turn illuminate whenever the hood is raised. Also, diode-isolation is necessary when combining electronic sensors together, or when adding a sensor in the same circuit as the pin switches.

Diode-Isolating Multiple Negative Instant Triggers



Pink Wire - (Auxiliary Output #3): 533i³ & 745i³

The Pink wire is an optional output similar to the Gray trunk release wire; however, this output is not capable of disarming the system when it is used and therefore has no audible or visual confirmation.

CONNECTION: For most applications an optional relay will be needed; connect the Pink wire to relay pin #85, and connect Constant Positive 12 Volts to relay pin #86. Connect pin #30 to power, or ground, as needed. Pin #87 is the output, and connected to the target wire. Please refer to the relay wiring instructions on the back cover.

Black/Red & Green/Violet Wires - 745i³ Only **(Domelight Supervision Input & Output)**

The Crime Guard 745i³ offers an additional safety and security feature- "domelight supervision" Upon disarming the 745i³, the interior lights will flash, in conjunction with the parking lights. If desired, programmable feature #9 may be used to configure the parking and dome lights to flash, then illuminate steady upon disarming. This allows the convenience of a lighted approach to the vehicle and the safety of being able to inspect the vehicle's interior before entry

The Green/Violet wire is the dome light supervision output, and the Black/Red wire is used to select the Positive or Negative polarity which is needed for the 745i³ to operate the vehicle's dome light.

Smart Trigger Feature: The 745i³'s dome light supervision circuit can be configured to also serve as the "door open" trigger input. This is the "Smart Trigger" feature which saves installation time while offering enhanced integration flexibility The Green/Violet Domelight Supervision output wire has an additional function; it is also a door trigger input circuit, serving the same purpose as either the Green or Violet door trigger wires.

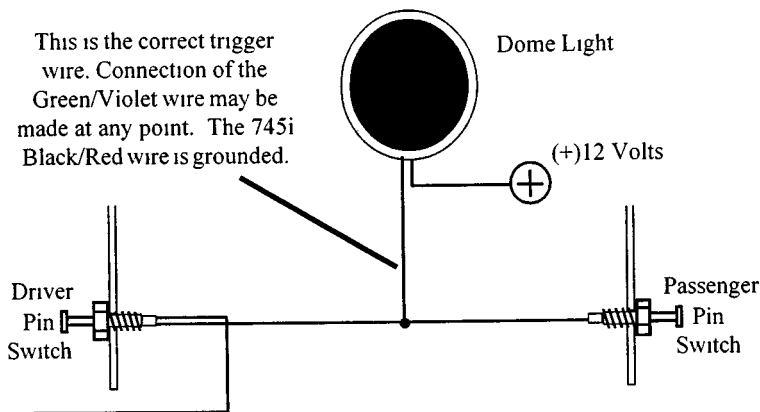
CONNECTION GREEN/VIOLET: The proper vehicle wire to connect the Green/Violet wire to, the dome light activation wire, is common to all the door pin switches. **The dome light activation wire is the same wire that the Green or Violet wire would be connected to, if either is used instead of utilizing the Smart Trigger.** The correct wire will change polarity as the doors are opened and closed.

If the vehicle uses a Negative switching dome light system, the activation wire will have no voltage present and show chassis ground when the doors are opened, and up to 12 volts when the doors are closed. The correct wire for a Positive switching type of dome light/door jamb pin switch system will have 12 volts present when the doors are opened, and chassis ground when the doors are closed. The correct wire will show these changes when any of the doors are opened. If the vehicle has delay dome lights, remember to take this into account when testing.

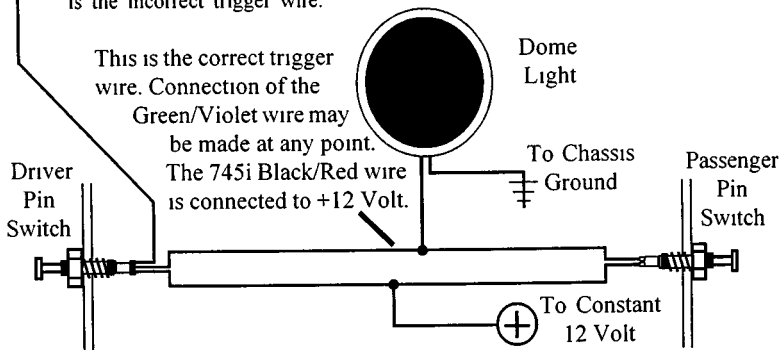
CONNECTION BLACK/RED: The polarity of the dome light supervision output must be selected by the connection of the Black/Red wire as Positive or Negative. Connection of the Green/Violet should have determined which polarity the vehicle uses to operate the dome light; this is either

"Negative switching" or "Positive switching"; these diagrams show both types. Once "Positive switching" or "Negative switching" has been determined, connect the Black/Red wire to Negative (for "Negative switching") or Positive (for "Positive switching") as needed.

Typical Negative Switching Dome Light System



Note: In both types the Driver Pin Switch will often have an extra wire that activates the "ignition key in switch" warning chime. This is the incorrect trigger wire.



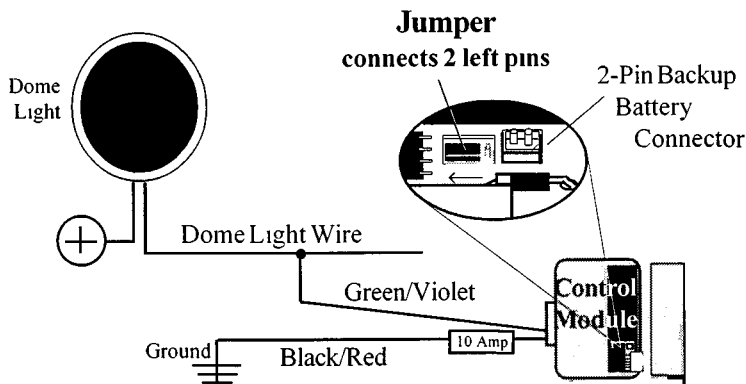
Typical Positive Switching Dome Light System

Typically, "Negative switching" systems show voltage with doors closed, and ground when the doors are opened; while "Positive switching" systems show the reverse indications.

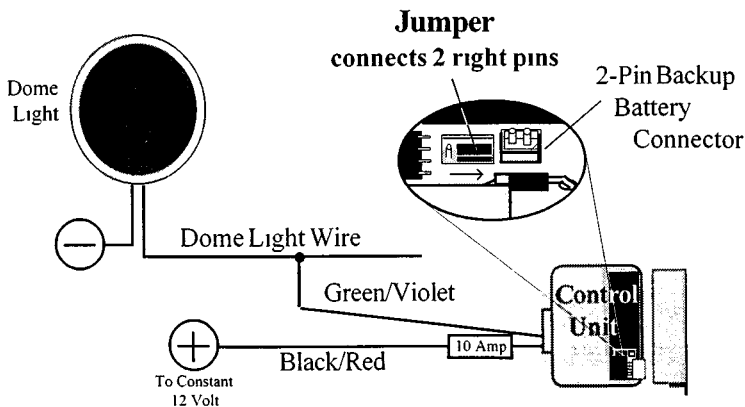
To Use Smart Trigger: After connection of the Green/Violet and Black/Red wire is completed, all that is needed is to **install the Smart Trigger jumper in the correct polarity setting**. To set the polarity, open the access door on the 745i³'s case. Next to the White 2-pin port for the backup battery is the Smart Trigger standup; refer to the below diagrams.

If the Black/Red wire was connected to Negative polarity, the Smart Trigger jumper should be aligned to the left two pins (i.e.- inboard); if the Black/Red wire was connected to Positive polarity, the Smart Trigger jumper should be aligned right two pins (i.e.- outboard).

“Negative Switching” Dome Light Smart Trigger



Setting “Positive Switching” Dome Light Smart Trigger



Not Using Smart Trigger: If the Smart Trigger feature is not desired, connect the Green/Violet and Black/Red wires for the dome supervision operation, but do not install the polarity selecting jumper. If this is done, either the Green Negative door trigger wire or the Violet Positive Door Trigger wire **must be connected** in order for the control unit to detect an open door.

Power Doorlock Interfaces

Although its primary purpose is the security of vehicle and contents, an added benefit of a Crime Guard system is the convenience offered through the remote control operation of functions such as power doorlocks. All three Crime Guard systems are capable, with the proper interface, of operating the vehicle's existing power doorlocks. Even if the vehicle is not equipped with power doorlocks, it is still possible to add actuators to operate the manual mechanical doorlocks via remote control.

It is important to note that power doorlocking systems vary from vehicle to vehicle; therefore where one interface may be performed with parts included with the Crime Guard system, another installation may require optional parts. Basically, there are two approaches to performing the power doorlock interface: the use of a "plug-in" Quick Interconnect Harness; or "hardwiring" by direct wire-to-wire splicing between the security system interface and the vehicle's wires. The Quick Interconnect Harness offers the easiest, safest and most accurate method of interfacing a power doorlock system. Otherwise, if hardwiring, a basic understanding of the vehicle's power doorlock system is most helpful.

Basic Types Of Power Doorlock Systems: The vast majority of power doorlocks are found as only three different system types. All other power doorlock systems which may be encountered, such as the vacuum pump types found in older Mercedes vehicles and the single wire types which have appeared in some late model vehicles, are actually variations or even combinations of the these three basic types:

3 Wire Negative

3 Wire Positive

5 Wire Reversal

The best way to identify a doorlock system is to examine the doorlock switch's wiring. The names of the three systems are in fact derived from the number of wires, and their polarity, as found at the doorlock switch, although variations can be encountered*

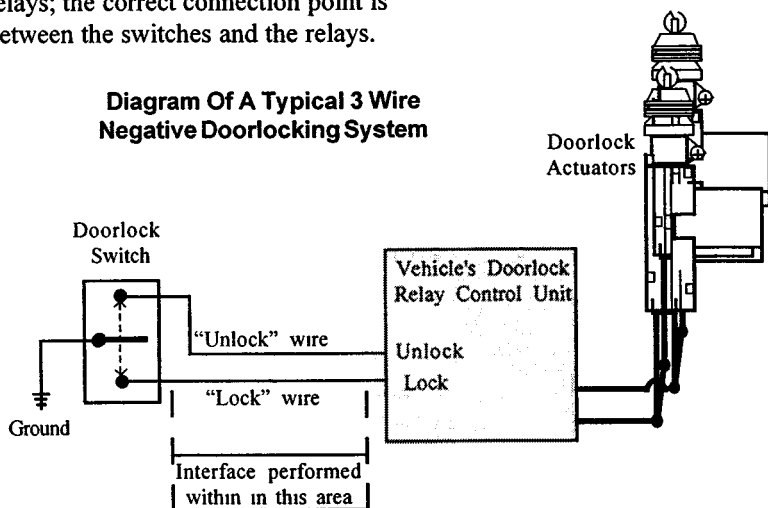
* These "variations" include illuminated switches, which will have more than the described number of wires, and "multiple switch assemblies" which have Power and/or Ground "bussed" internally, and therefore appear to have less than the described number of wires.

3-Wire Negative Systems: In 3 Wire Negative systems, the vehicle's doorlock switch activates "lock" and "unlock" relays present in the vehicle, which can be found separate, within a bank of relays, or sometimes within a doorlock control unit. This power doorlock system is indicated by the presence of three wires at the switch. Typically, of the three wires at the switch:

- One wire is constant Ground.
- One wire shows Ground when the switch is pushed to "lock".
- One wire shows Ground when the switch is pushed to "unlock"

With the switch at "rest" (not being operated), these two wires will read voltage, usually 12 volt positive but in some cases less. The wires from the switches operate doorlock relays or a doorlock control unit with built-in relays; the correct connection point is between the switches and the relays.

Diagram Of A Typical 3 Wire Negative Doorlocking System

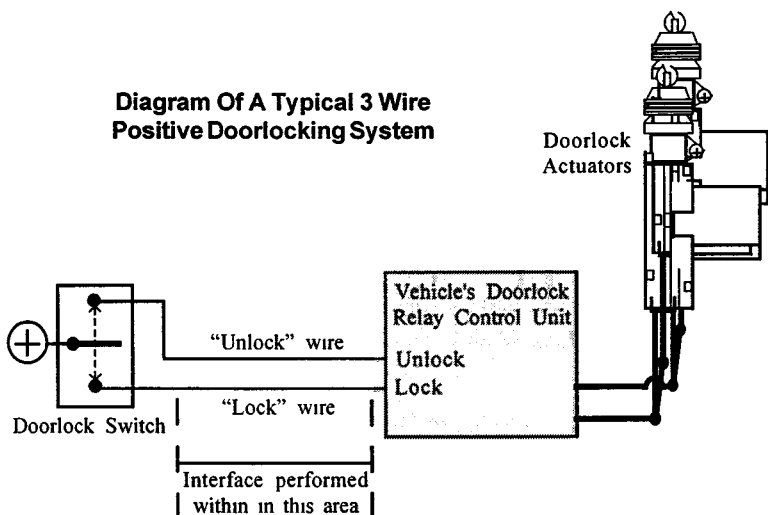


3 Wire Positive Systems: A 3 Wire Positive is the same basic system as the 3 Wire Negative, except the vehicle's doorlock switches use 12 volt positive pulses to operate the vehicle's doorlock relays or control unit. Examine the wires on the back of the switch. Of the three wires:

- One wire is Constant Positive 12 Volts.
- One wire will show Positive 12 Volts when the switch is pushed to "lock"
- One wire will show Positive 12 Volts when the switch is pushed to "unlock"

With the switch at "rest" (not being operated), these two wires will read Ground, but unlike the following 5 Wire Reversal system, this Ground is not a full, or "chassis" Ground. A Digital Multimeter (DMM) can be used to test this. Set the meter for "ohms", and put one meter lead on the target doorlock wire and the other to Chassis Ground. A 5 Wire Reversal system will read very close to "zero ohms", which indicates that the target wire is resting at Chassis Ground. If the target wire is indeed a 3 Wire Positive "switch" wire, the reading will indicate Ground which is present through the vehicle's relay coil, which typically produces a reading of approximately 150 ohms. As in a 3 Wire Negative system, the wires from the switches operate doorlock relays or a doorlock control unit with built-in relays, and the correct connection point is between the switches and the relays.

Diagram Of A Typical 3 Wire Positive Doorlocking System



5 Wire Reversal Systems: The 5 Wire Reversal system first of all differs from the negative and positive pulse systems in the fact that there are no relays or doorlock control unit.* As a side note, the 5 Wire Reversal system is also the type of circuit found *after* the relays in the other two types of power doorlock systems. The five wires found at the doorlock switch are:

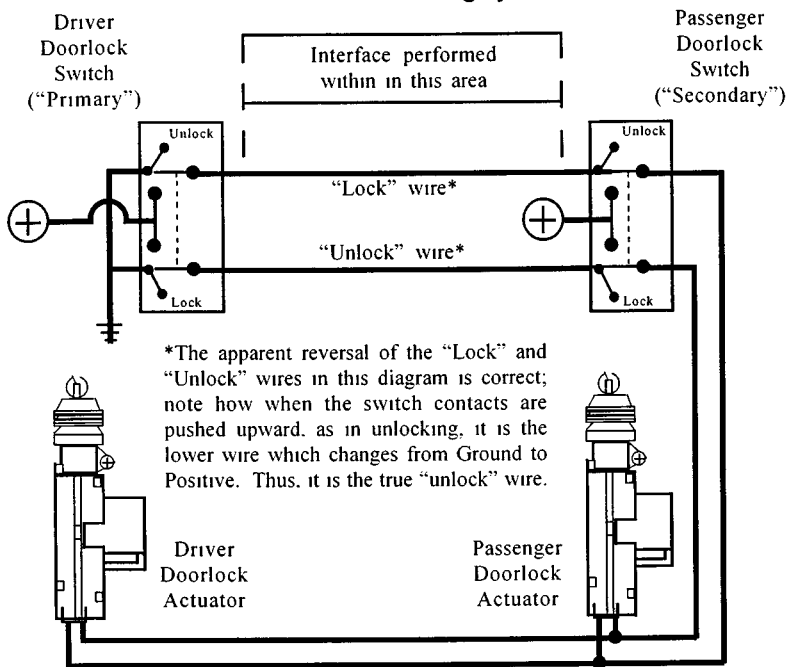
- One is Positive 12 Volts at all times.
- Two show Ground at all times.
- The remaining two are Grounded until the switch is operated, with one wire changing from Ground to Positive 12 Volts upon "lock" and the other changing from Ground to Positive 12 Volts upon "unlock"

The 5 Wire Reversal system resembles the 3 Wire Positive system, as it also shows Positive 12 Volt pulses as it is operated, but the 5 Wire Reversal system's wires *rest* at a full chassis Ground when not in operation. In this type of system, the switches themselves supply the positive voltage directly to the doorlock actuators, and, more importantly, provide the return ground path. The important thing to remember is the wires in this system *rest at ground*, which means that the wires must be "opened", or cut, to make the connections. As in the example explained in the 3 Wire Positive section, a DMM would read around 0 ohms on the 5 Wire Reversal's target wires.

The correct target wires are found *between* the vehicle's power doorlock switches. These two wires are both routed to the doorlock actuators and are connected to either end of the actuator's motor winding. When either switch is pushed to one position, one of these two wires will have 12 volts. This voltage flows through the wire to the actuator's motor winding, and since the other wire is still resting at ground an electrical circuit is completed. When the switch is pushed to the opposite position the electrical flow is reversed. When the correct wires are found, they must be cut. Notice in the diagram (following page) that the driver's switch is the primary switch and referred to as the "switch" wires. The wires that go to the secondary switch are referred to as the "motor" wires. Even though the cut is made between the switches, the two sides are still correctly called the "switch" and the "motor" sides, with consideration of "Primary" and "Secondary" switch.

* As always with the wide array of vehicle power doorlocking systems, it is possible to encounter variations, especially in the case of an existing aftermarket doorlock system. A vehicle having a 5 Wire Reversal system does not absolutely rule out the absence of existing relays, most notably if the vehicle is pre-equipped with a remote entry or automatic locking system.

Diagram Of A Typical 5 Wire Reversal Doorlocking System



Other Doorlocking Systems: Beyond these three basic types of power doorlocking systems, the scope of this Installation Manual will cover the interfacing of vacuum power doorlocking systems and how to interface an added actuator. As the Crime Guard 533i³ and 745i³ are capable of "driver door priority unlock", this option is also explained and diagramed in this booklet for the three basic power doorlock circuit types.

For properly detailed instructions on the various, specialty doorlocking systems, please refer to Omega's comprehensive Automotive Wiring Index, which consists of wiring information for each vehicle. Should the vehicle in question have a specialty power doorlocking system, a detailed wiring diagram is included.

Differences By Model

This section explains the differences in the power doorlock interface outputs of the three Crime Guard models, notes each model's out-of-the-box capabilities, and lists the optional interfaces. Also referenced is a diagram which shows each type of interface connected to each of the power doorlock system types. **The 328i³ and 533i³ have Red plug-in ports inside the control module case**, accessible behind the removable door, and the 745i³ has a plug-in connector on the outside of its case.

Crime Guard 328i³: The 328i³ has a plug-in port having Negative outputs for lock and unlock. The included doorlock harness (DLP-N3) can interface 3 Wire Negative doorlock systems directly (diagram #1). Applicable optional interfaces include the DLP-P3 (diagram #4), the DLR-1 (diagram #3), and the DLS (diagram #2). The DLS-3 can be used with the 328i³, but not in a driver door priority unlock application.

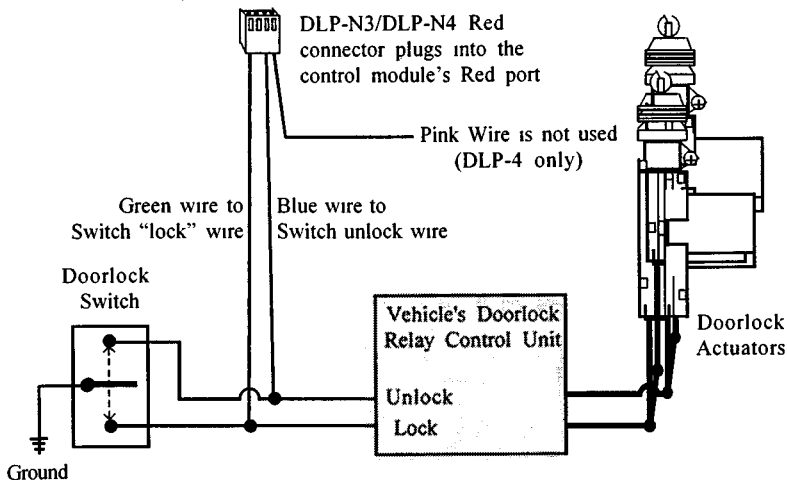
Crime Guard 533i³: The 533i³ also has a plug-in port, but with two enhancements over the 328i³. First, there are two unlock outputs, giving the 533i³ the driver door priority unlock capability. Second, the lock and unlock #1 outputs are dual polarity, which allows the 533i³ to operate both 3-Wire Negative (diagram #1) and 3-Wire Positive (diagram #5) doorlocks out-of-the-box with its included DLP-N4 doorlock harness. Applicable optional interfaces include the DLR-1 (diagram #3), the DLS (diagram #2), and the DLS-3 which is used for driver door priority unlock applications. If this configuration is desired, use of a Quick Interconnect Harness is highly recommended, or the optional DLS-3 and three relays are needed (diagrams #13, #14, or #15).

Crime Guard 745i³: The 745i³ features built-in door lock and unlock relays, giving it out-of-the-box capability for all three power doorlock systems. In certain cases, the 745i³ will include a special adapter harness which allows the convenient use of an optional plug-in Quick Interconnect Harness, in addition to the optional use of the DLS and DLS-3.

The 745i³ also includes an additional unlock #2 output which allows configuration of the driver door priority unlock feature. If this configuration is desired, use of a Quick Interconnect Harness is highly recommended, or the optional DLS-3 and three relays are needed (diagrams #13, #14, or #15).

Doorlock Diagram #1

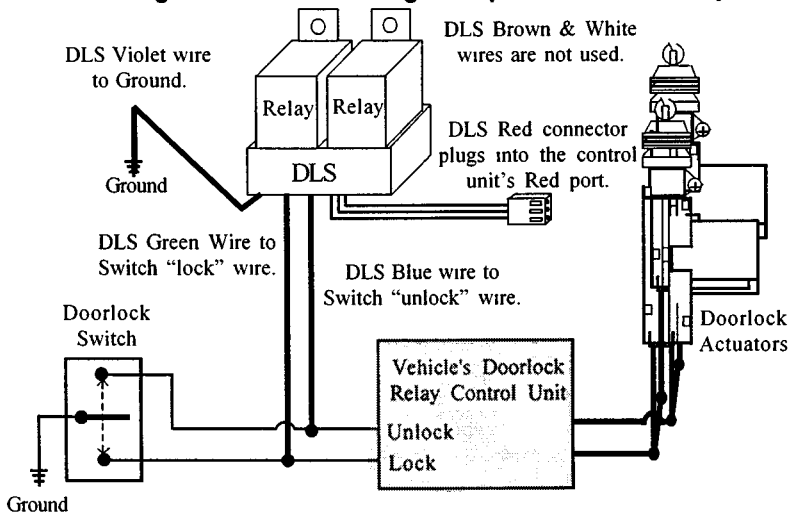
3 Wire Negative Doorlocks Using The Control Unit Outputs



Used With Crime Guard 328i³ & 533i³: The 328i³ includes a doorlock harness with 2 wires, the DLP-N3; and the 533i³ includes a doorlock harness with 3 wires, the DLP-N4. This interface will lock and unlock all doors in the host vehicle.

Doorlock Diagram #2

3 Wire Negative Doorlocks Using The Optional DLS & 2 Relays



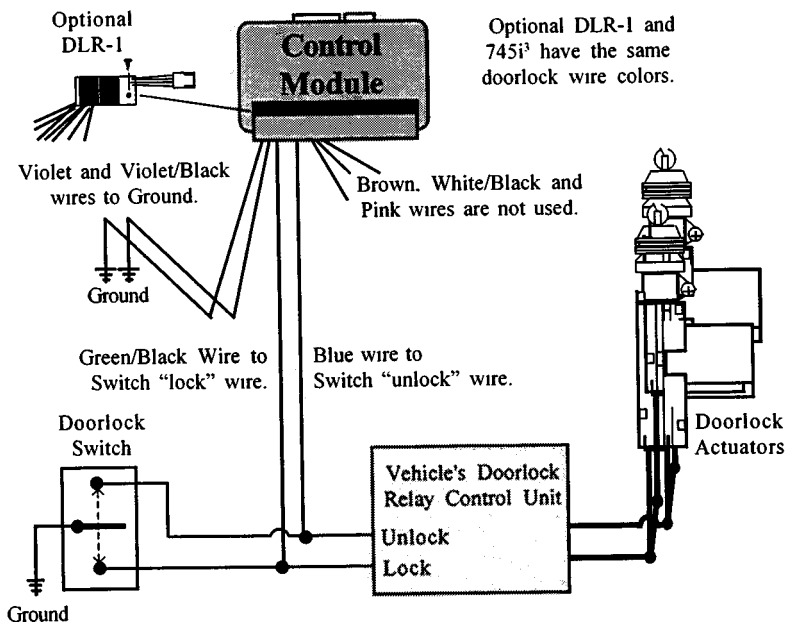
Can Be Used With Crime Guard 328i³ & 533i³: The optional DLS and two relays is a universal power doorlock interface which will lock and unlock all doors in the host vehicle. The DLS can operate all three power doorlock systems, although it is rarely needed for 3 Wire Negative systems.

Doorlock Diagram #3

3 Wire Negative Doorlocks For 745i³

3 Wire Negative Doorlocks Using The Optional DLR-1

The Crime Guard 745i³ has built-in doorlock relays, and the DLR-1 is an optional relay module which can be added to the 328i³ and 533i³. Both have identical wire colors, so instructions are the same.

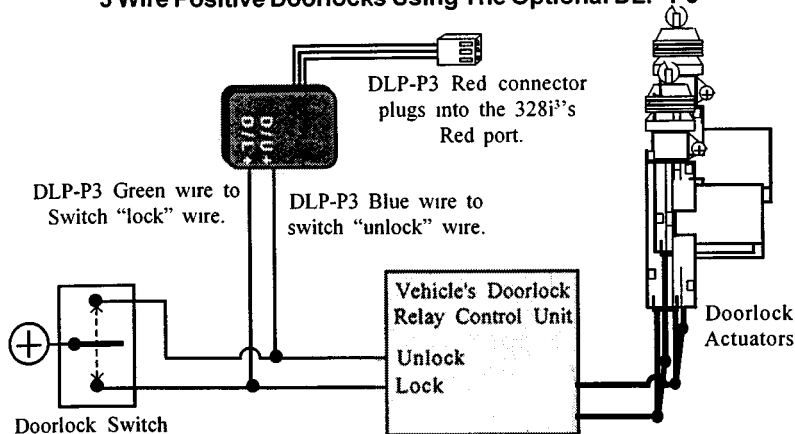


Crime Guard 328i³ & 533i³: The optional DLR-1 relay module installs into the control module, secured by a small screw, and its Red connector plugs into the Red doorlock port. The DLR-1 can operate all three power doorlock systems.

Crime Guard 745i³: Features built-in doorlock relays, which can operate all three power doorlock systems.

Doorlock Diagram #4

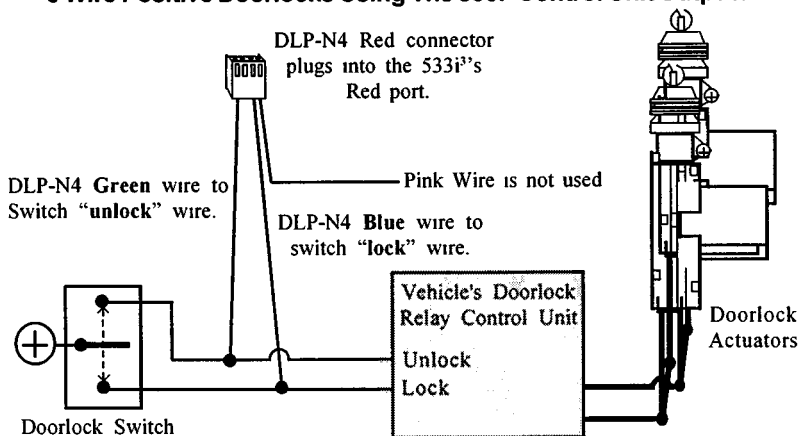
3 Wire Positive Doorlocks Using The Optional DLP-P3



Used With Crime Guard 328i³: The optional DLP-P3 converts the 328i³'s Negative doorlock outputs in order to lock and unlock all doors in vehicles having a 3 Wire Positive system.

Doorlock Diagram #5

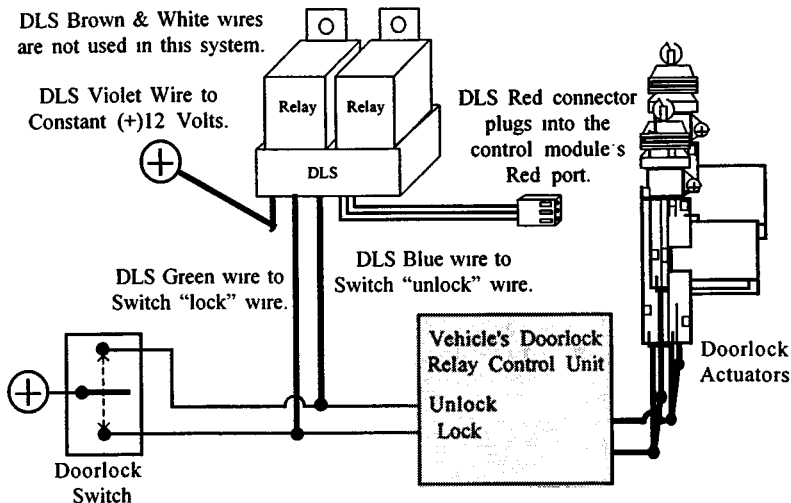
3 Wire Positive Doorlocks Using The 533i³ Control Unit Outputs



Crime Guard 533i³: As explained on page 24, the 533i³ features dual polarity doorlock outputs. To interface a 3 Wire Positive system, use the included DLP-N4 doorlock harness and simply reverse the lock and unlock wires.

Doorlock Diagram #6

3 Wire Positive Doorlocks Using The Optional DLS & 2 Relays



Can Be Used With Crime Guard 328i³ & 533i³: The optional DLS and two relays is a universal power doorlock interface which will lock and unlock all doors in the host vehicle. The 328i³ will require a DLS, DLR-1, or DLP-P3 to operate 3 Wire Positive systems; the 533i³ has dual polarity doorlock outputs which can operate most 3 wire Positive doorlock systems. The DLS and two relays can operate all three power doorlock systems.

Doorlock Diagram #7

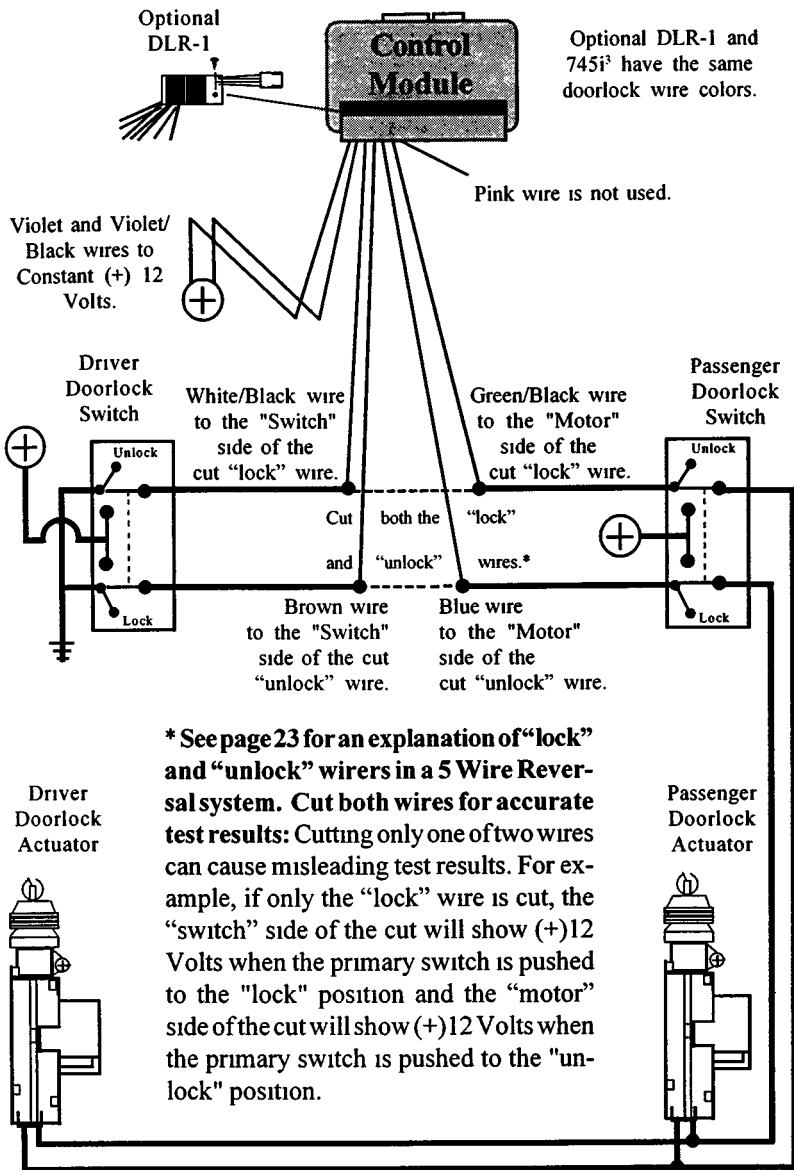
5 Wire Reversal Doorlocks For 745i³

5 Wire Reversal Doorlocks Using The Optional DLR-1 - 328i³ And 533i³

The Crime Guard 745i³ has built-in doorlock relays, and the DLR-1 is an optional relay module which can be added to the 328i³ and 533i³. Both have identical wire colors, so instructions are the same.

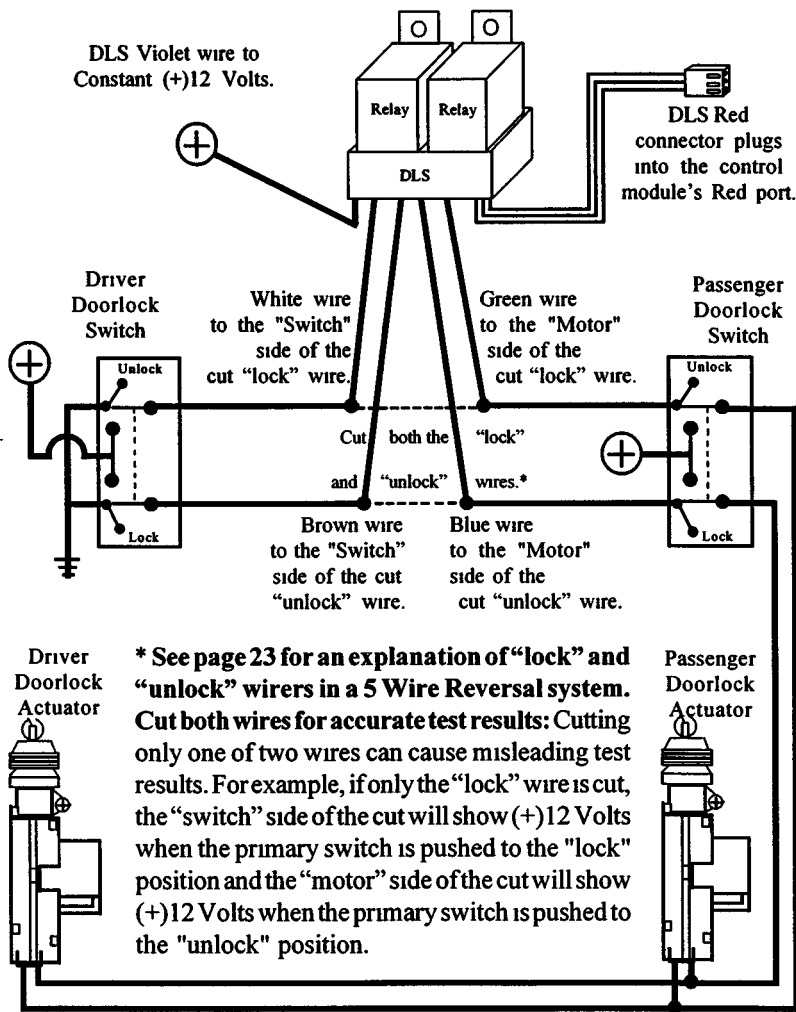
Crime Guard 328i³ & 533i³: The optional DLR-1 relay module installs into the control module, secured by a small screw, and its Red connector plugs into the Red doorlock port. The DLR-1 can operate all three power doorlock systems.

Crime Guard 745i³: Features built-in doorlock relays, which can operate all three power doorlock systems.



Doorlock Diagram #8

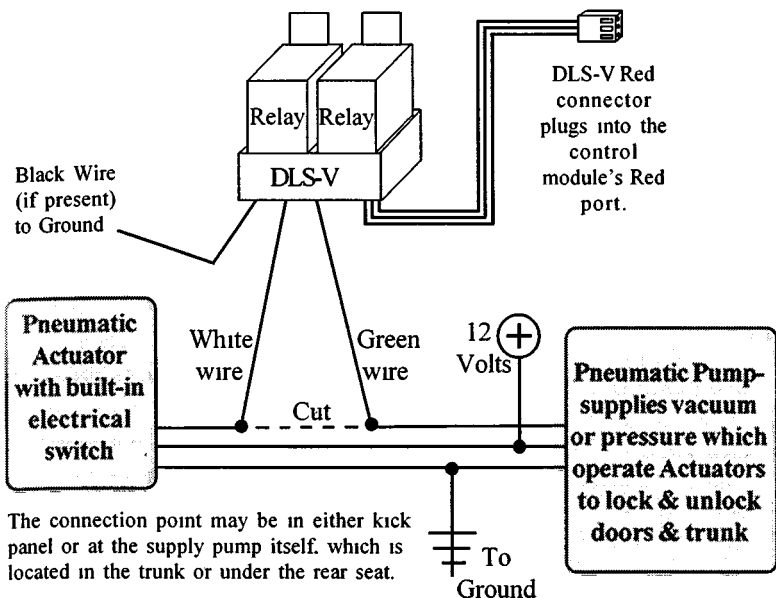
5 Wire Reversal Doorlocks Using The Optional DLS & 2 Relays



Can Be Used With Crime Guard 328i³ & 533i³: The optional DLS and two relays is a universal power doorlock interface which will lock and unlock all doors in the host vehicle. Both models will require a DLS or DLR-1 to operate 5 Wire Reversal systems. The DLS and two relays can operate all three power doorlock systems.

Doorlock Diagram #9

Vacuum Doorlocks Using The Optional DLS-V & 2 Relays

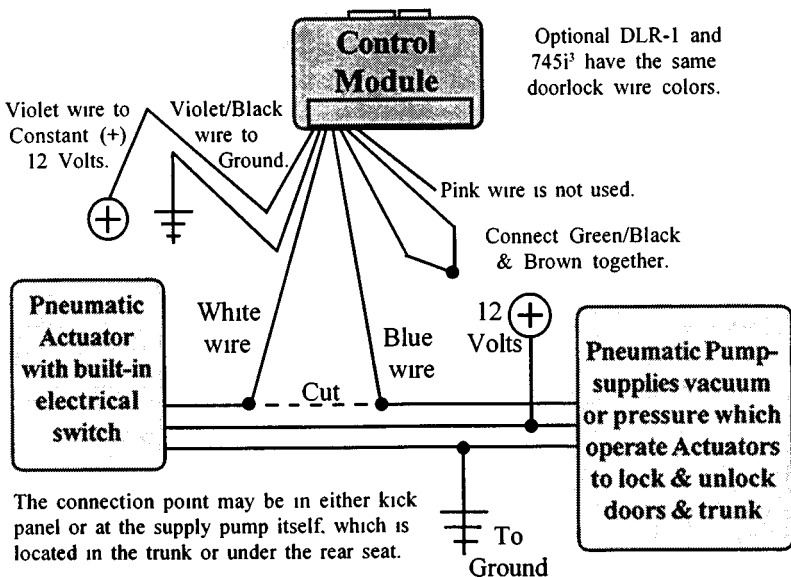


Can Be Used With Crime Guard 328i³ & 533i³: This doorlock system is used on older Mercedes Benz vehicles and consists of electrical switches (built into pneumatic actuators) which supply 12 volts or ground to a pneumatic pump. The switches are operated when the doors are locked or unlocked by the inside doorlock knob or the key in the exterior doorlock cylinders. The polarity supplied by the switch determines if the pump sends vacuum or pressure through hoses to the actuator. Since the pump must operate for about 3 seconds, the doorlock pulse must be changed (Programmable Feature #11). An alternative interface for vacuum doorlock systems is to add an actuator to one of the doors.

Technically, the vacuum doorlock system can be described as a hybrid of all of the three basic power doorlock types; the vehicles activation wire reverses polarity, with Negative operating the pump to lock the doors, and Positive voltage operating the pump to unlock the doors.

Doorlock Diagram #10

Interfacing Vacuum Doorlocks With The 745i³
(May Also Be Used With The 328i³, 533i³ And Optional DLR-1)

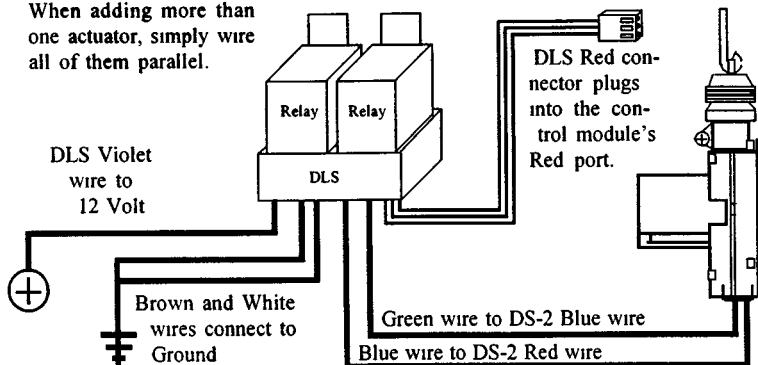


Crime Guard 745i³: For a description of a vacuum power doorlock system's operation, please see the previous page.

Doorlock Diagram #11

Adding Actuator(s), DLS And 2 Relays

When adding more than one actuator, simply wire all of them parallel.



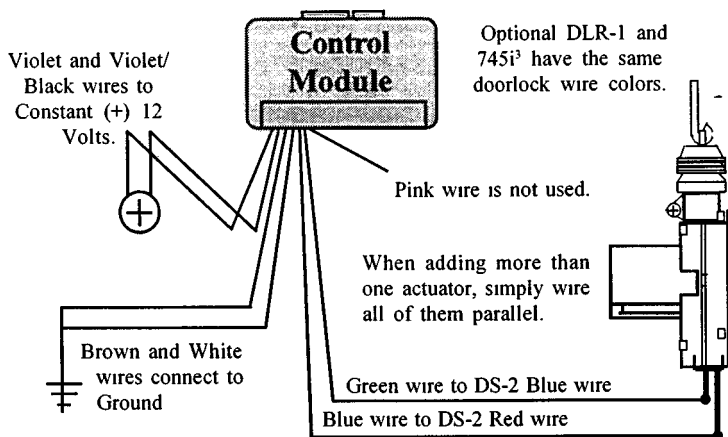
Can Be Used With Crime Guard 328i³ & 533i³: Some vehicles have a type of power doorlock system in which mechanically locking and unlocking the driver's door will operate an electrical switch in that door which supplies voltage to actuators in the other doors. There is no actuator in the driver's door, only a switch. An indication of this type of power doorlock system is when the driver door key will operate the passenger door, but the passenger side will not operate the driver door.

This interface may also be used to convert vehicles without power doorlocks to remote operation via the security system. Optional parts needed are one DLS, two relays, and one actuator per door to be operated. Multiple actuators are simply wired in parallel to the DLS.

Doorlock Diagram #12

Adding Actuator(s) With The 745i³

(May Also Be Used With The 328i³, 533i³ And Optional DLR-1)



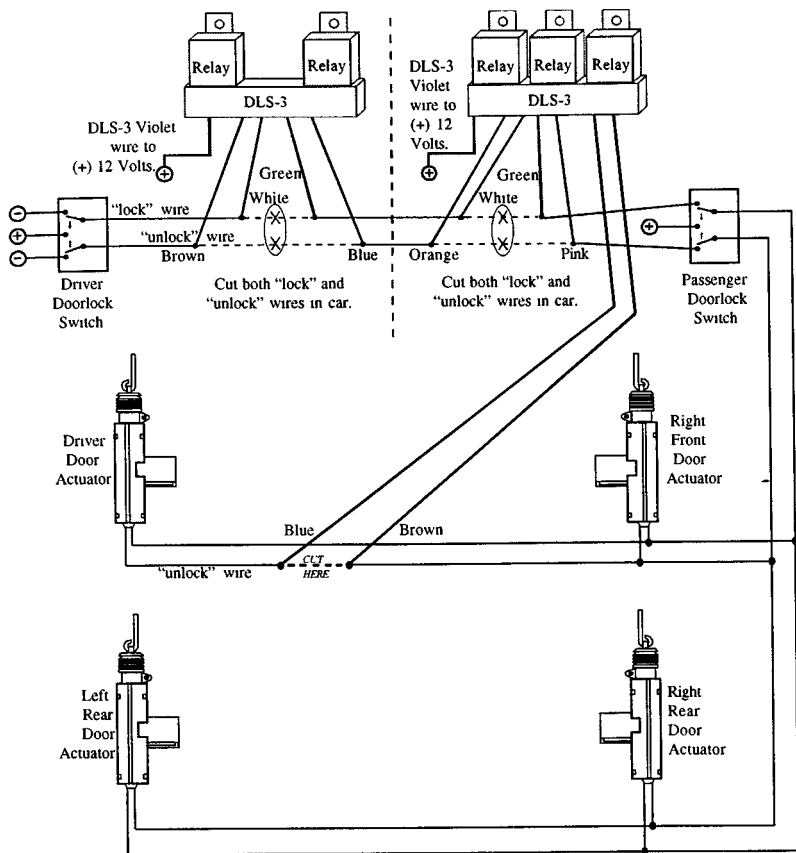
Can Be Used With Crime Guard 745i³: The 745i³'s built-in doorlock relays will operate the DS-2 actuator(s) in place of the DLS and two relays used with the 328i³ and 533i³. Please see the text at the top of this page for an explanation of this type of power doorlocking system.

Doorlock Diagram #15

Optional DLS-3 And 2 Or 3 Relays With 5 Wire Reversal Systems-
Standard Or Driver Door Priority Unlock For 533i³ And 745i³

Standard Doorlocks

With Driver Door Priority Unlock



The Optional DLS-3

Can Be Used With Crime Guard 533i³ & 745i³: The optional DLS-3 is a triple relay socket (relays are also needed), and is the most universal interface, which can be configured to lock and unlock all doors (two relays needed), or perform driver door priority unlocking (three relays needed). Driver door priority unlock allows the 533i³ or 745i³ to lock all of the vehicle's

doors, unlock only the driver's upon disarming ("driver's door priority unlock") and, if desired, a second press of the transmitter's large button within 5 seconds will unlock all of the doors.

The DLS-3 used with two relays can be used in place of the DLS to lock and unlock all doors ("standard doorlocks"). Although the 328i³ does not feature a driver door priority unlock output, the optional DLS-3 and two relays can be used with the 328i³ to lock and unlock all of the vehicle's doors.

Testing The System

All Models

Important: Upon completion of all wiring connections, the system should be tested for proper operation before the final mounting of the control module. Most experienced installers prefer to make all wiring connections, and then plugging in all of the wiring harness connectors to the control module. Whenever the control module is first powered up, it will sound briefly, then revert to its last condition, typically the disarmed state. If the system was armed, or triggered when power and ground were last removed, then when next powered up, the system will be in the triggered state. Once the system is tested and found to operate properly, the backup battery should be installed, the control module mounted, wiring harnesses neaten, and any removed vehicle's interior parts reinstalled.

Plug-in Backup Battery

All Models

All three Crime Guard models include a battery and plug-in harness for a backup battery circuit. This 9 volt alkaline battery is all that is required to provide alternate power to operate the security system in the event that the vehicle's battery is disconnected. A built-in protection circuit will not allow the 9 volt battery to feed back into the vehicle's electrical system, nor will the system flash the parking lights for confirmations or when it is triggered, thereby conserving the 9 volt battery's power. Also, the starter interrupt circuit will stay activated to prevent the vehicle from being started and driven away (the 533i³ and 745i³ include the starter interrupt socket and relay, but this is optional on the 328i³).

Always make the security system's Black and Red wire connections first. To install, insert the battery into the built-in battery compartment inside the control module. Snap the connector and harness onto the 9 volt battery and then plug the connector into the system's White port marked "Battery Backup"

Replacement 9 volt alkaline batteries can be purchased anywhere batteries are sold. It is recommended that the battery be replaced with another alkaline battery every 18 months or after the 9 volt battery has operated the security system on its own for any length of time.

Anticipated life for the backup battery under following conditions:

1. 2 days as the system's only power source while Armed.
2. 25 triggered cycles: A trigger cycle has a 60 second duration during which the siren is sounding. The cycle ends when the system automatically resets to the armed state.
3. 50 separate remote control Arm/Disarm commands.
4. 18 months if the 9 volt battery circuit has not been activated.

Plug-in Port For Optional Pager Crime Guard 745i³

The Crime Guard 745i³ features a plug-in port for an optional Omega pager system. The Omega pager is a great security enhancement to the Crime Guard 745i³, and comes complete with its own operation and installation instructions.

Programming Transmitters All Models

Before attempting transmitter programming, please carefully read the section on "Programmable Feature #1" section in the Operation Manual. All three Crime Guard models come with two preprogrammed transmitters, and additional or replacement transmitters can be easily programmed to operate the system. If a third or fourth transmitter is to be added to operate the system, all of the transmitters must be programmed into system's memory at the same time, as the first new transmitter code entered will erase the existing transmitter codes.

Follow Steps 1 to 4 in the following section, "Features Programming

Checklist"; at Step 2 the Valet Switch will be pressed and released one time only. The system's response will be one siren chirp, and the Status Light flashing one time, pausing, then repeating. Within 10 seconds, press and release the Large Upper Button of the first transmitter. The system confirms "learning" the transmitter's code by chirping the siren once. Repeat this action with each transmitter to be programmed. Only the Large Upper Button of the transmitter needs to be pressed and released; all of the other transmitter button's operations will be learned automatically.

Features Programming Checklist

Before attempting feature programming, please carefully read the "Programmable Features" section in the Operation Manual. A detailed explanation of each of the programmable features is found in the Operation Manual. This "quick checklist" will assist the programming of features once they are fully understood. For the entire features programming details and instructions to become familiar with the features and the programming procedure.

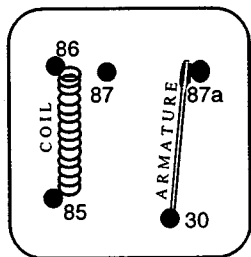
To best use this abbreviated checklist, mark each applicable box with "\" next to the feature to be changed before entering features Programming Mode. As each feature is programmed, change its mark to "X". To program features, follow these steps:

- Step 1** - Turn the ignition "off", and press the Valet Switch 5 times.
(the system will respond a siren chirp, then briefly sounding the siren and the LED Status Light begins flashing)
- Step 2** - Press the Valet Switch the same number of times as the desired feature number.
(the system will acknowledge the Valet Switch entry by repeating the same number of siren chirps and the LED Status Light flashes an equal amount of times)
- Step 3** - Press the transmitter's Large Upper Button to turn the feature "on", or press the Small Lower Button to turn the feature "off"
(turning the feature "on" is indicated by one siren chirp and the LED Status Light being on; turning the feature "off" is indicated by two siren chirps and the LED Status Light being off)
- Repeat** - Steps 2 and 3 for each feature to be changed. If no programming activity occurs within a 10 second period, the features Programming Mode will expire.
(the system exiting features Programming Mode is indicated by the siren briefly sounding)

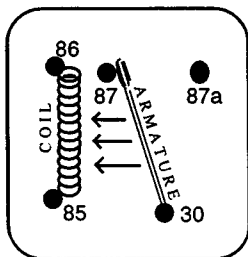
#	FEATURE	DEFAULT
1	<input type="checkbox"/> TRANSMITTER PROGRAMMING	See Operation Manual
2	<input type="checkbox"/> SECURECODE PROGRAMMING	1 press- see Operation Manual
3	<input type="checkbox"/> Chirp Confirmation	ON (large upper button)
4	<input type="checkbox"/> 30 / 60 Second Activated Alarm Cycle	30 Seconds (large upper button)
5	<input type="checkbox"/> Automatic Sensor Zone Bypass	ON (large upper button)
6	<input type="checkbox"/> Auxiliary Output #2 Also Disarms System	ON (large upper button)
7	<input type="checkbox"/> Last Door Arming	ON (large upper button)
8	<input type="checkbox"/> Doors Lock With Last Door Arming	OFF (small lower button)
9	<input type="checkbox"/> Parking Light Illumination Upon Disarm	OFF (small lower button)
10	<input type="checkbox"/> Starter Interrupt Operates In Valet Mode	OFF (small lower button)
11	<input type="checkbox"/> .8 / 3 Second Doorlock Pulse	.8 Second (large upper button)
12	<input type="checkbox"/> Ignition-Activated Vehicle Recovery	OFF (small lower button)
13	<input type="checkbox"/> Door-Activated Vehicle Recovery	OFF (small lower button)
14	<input type="checkbox"/> Transmitter-Activated Vehicle Recovery	OFF (small lower button)
15	<input type="checkbox"/> Automatic Rearming	ON (large upper button)
16	<input type="checkbox"/> Doors Lock With Automatic Rearming	ON (large upper button)
17	<input type="checkbox"/> 3 / 45 Second Arming Delay	3 Second (large upper button)
18	<input type="checkbox"/> Doors Lock At Ignition "On"	ON (large upper button)
19	<input type="checkbox"/> Unlock #1 At Ignition OFF	ON (large upper button)
20	<input type="checkbox"/> Unlock #2 At Ignition OFF (533i ³ & 745i ³ only)	OFF (small lower button)
21	<input type="checkbox"/> Open Door Bypass To Features 18, 19, 20	ON (large upper button)
22	<input type="checkbox"/> One / Two Button Arming / Disarming	One Button (large upper button)

Refer to the "Programmable Features" section in the Operation Manual

Universal Relay Wiring Instructions



At Rest
(Coil Not Energized)

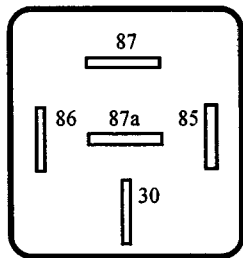


Activated
(Coil Energized)

In the views above, note the five terminals, or "pins" A relay's operation is really very simple. To understand its operation, consider the relay as having two sections - the coil, pins 85 and 86; and the contacts, pins 30, 87 and 87a. When Negative Ground is supplied to one end of the coil, and Positive Voltage is supplied at the other end, the coil creates a magnetic field which activates the relay. This magnetic field attracts the armature, which is attached to pin 30 with a flexible joint, just like a hinge. Inactivated, or "at rest", the armature connects pin 30 to pin 87a. When the relay is activated, the armature connects pin 30 to pin 87.

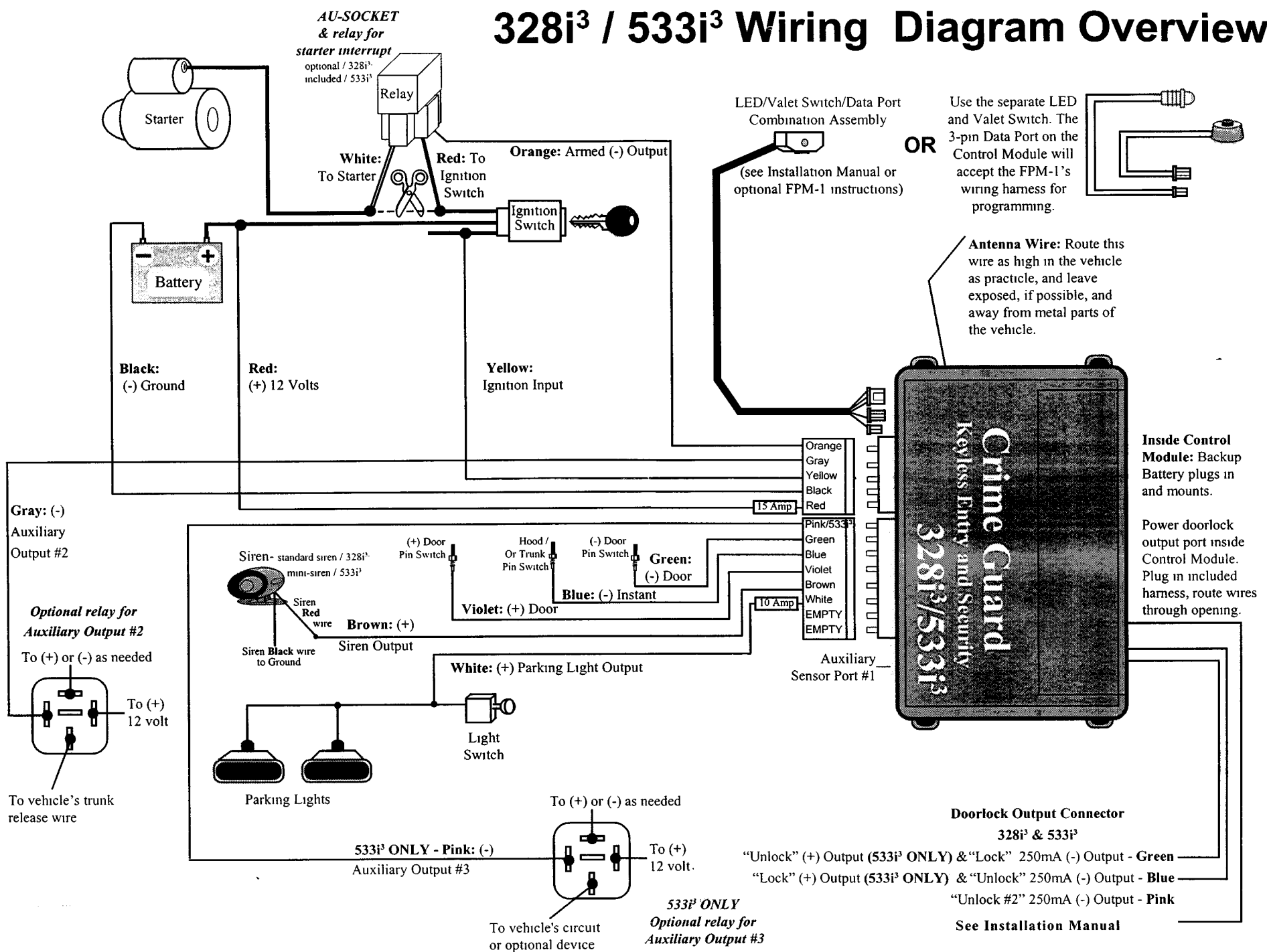
The terms used to describe the contact points are thus: pin 30 switches between pins 87a and 87, so it is "Common" to both and is usually referred to as COM. In the relay's normal condition, at rest, pin 30 is connected to pin 87a, making pin 87a "Normally Closed" or NC. Pin 87 is not connected to pin 30 at rest, so its status is "Normally Open" or NO.

This type of relay is defined as "Single Pole Double Throw" or SPDT. This term means that the single armature terminal (or pole, pin 30) can be connected (or "thrown") to two other terminals, pins 87a and 87. The SPDT relay is one of the most useful configurations due to its flexibility - it can be used as a switching device, to isolate circuits, to interrupt circuits and to interrupt and switch at the same time. For convenience, this booklet shows the relay's "footprint" view in its diagrams.



Footprint View

328i³ / 533i³ Wiring Diagram Overview



Crime Guard **Keyless Entry and Security.**

**\$2,500.00 Vehicle \$1,000.00 Content
Theft Protection Program**

In the event the original purchaser's vehicle or contents is stolen in the United States or Canada within one year from the date of purchase and the vehicle has installed in it a Crime Guard 533i³, 745i³, or 850i³ vehicle security system, Crime Guard Keyless Entry & Security will pay to the original purchaser an amount equal to the purchaser's automobile theft insurance deductible for the stolen vehicle up to \$2,500 00 or in the event of content theft, Crime Guard will pay to the original purchaser an amount equal to the purchaser's automobile contents theft insurance deductible for items stolen provided the following terms and conditions are satisfied

- The vehicle or contents were stolen as a result of security system failure and not recovered within 60 days
- The vehicle or contents were not stolen while on the premises of, or in the care of an automotive repair shop, service station or car dealership
- The Crime Guard Keyless Entry & Vehicle Security System was purchased and installed by an Authorized Crime Guard Dealer in good standing at the time of purchase and installation
- The Warranty Upgrade form must have been completed in its entirety and mailed to Crime Guard within ten (10) days of the installation along with a dated copy of the Authorized Crime Guard Dealer's sales receipt
- A verifiable copy of the police department's crime report and insurance theft claim report as well as the vehicle insurance documentation defining the vehicle identification number (V I N) and the deductible amount must be submitted with the claim and postmarked no later than twenty (20) days from the date of the theft
- To file a claim, send the above items to Crime Guard, c/o Omega Research and Development, Inc 981 North Burnt Hickory Road, Douglasville, GA, 30134

Crime Guard
Keyless Entry and Security.

Omega Research and Development, Inc.
981 North Burnt Hickory Road
Douglasville, Georgia 30134
USA

Crime Guard

Keyless Entry and Security

153446

Lifetime Limited Warranty Upgrade

Crime Guard Keyless Entry & Security warrants to the original consumer purchaser that the system control unit and remote control(s) shall be free from any manufacturer's defect for as long as the original consumer purchaser owns the vehicle in which the system was originally installed. Further, that all other parts, components and accessories of the Crime Guard system are warranted to be free from manufacturer defects for the same period of time. Additional terms and conditions are

- The system must be installed by an Authorized Crime Guard Dealer
- The Warranty Upgrade Form below must be completed in its entirety and mailed to Crime Guard within ten (10) days of the installation along with a dated copy of the Crime Guard Dealer's sales receipt
- Your Registration Number on this form must accompany your complaint and returned items. Our records are kept in Registration Number sequence, not by purchaser's name
- Crime Guard will repair or replace, at its option without charge during the warranty period, any Crime Guard component that proves defective in material or workmanship under normal use
- This warranty is limited to defective components and specifically excludes incidental or consequential damages. Warranty on installation labor, removal and reinstallation are not covered by this warranty
- Crime Guard security systems are a deterrent against the potential of theft. This product warranty is not to be construed as an insurance policy against any loss

LAE74513

Crime Guard

Keyless Entry and Security

Warranty Upgrade Form # 153446
\$2,500.00 Vehicle \$1,000.00 Content
Theft Protection Plan

Crime Guard system model		Purchase Date
Customer Last Name	First Name	Middle Initial
Street Address		
City	State	Zip
Crime Guard Dealer's Name		
City	State	Zip
Vehicle Year	Make	Model
Vehicle Identification Number (VIN)		

ATTENTION INSTALLER

This Crime Guard “i³” series alarm includes a LED/ valet button combination holder. The combination holder features a 5 pin harness which plugs into the alarm module. This harness is not directional. This new feature replaces the LED/valet button combination holder described in the “i²” installation manual.

PLACE
POSTAGE
HERE

Crime Guard 745i³
c/o Omega Research and Development, Inc.
P. O. Box 508
Douglasville, Georgia 30133